ADVENTUROUS RAILROADING AND RAIL HOBBIES

RAILROAD

MAGAZINE

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GIRL ON A COAL PILE BY MADELEINE DE SINETY

DIANNE T. RODWELL, ARTIST AND INTERESTING RAILFAN

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RAILROAD

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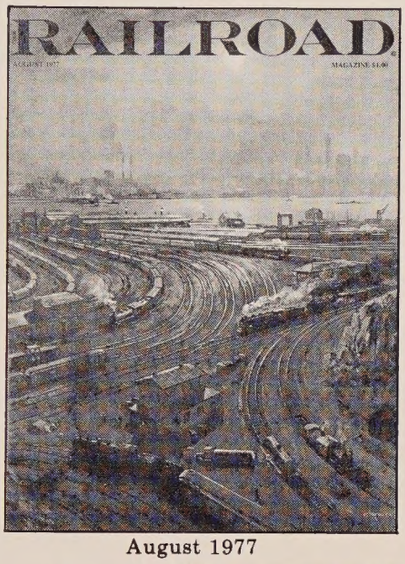

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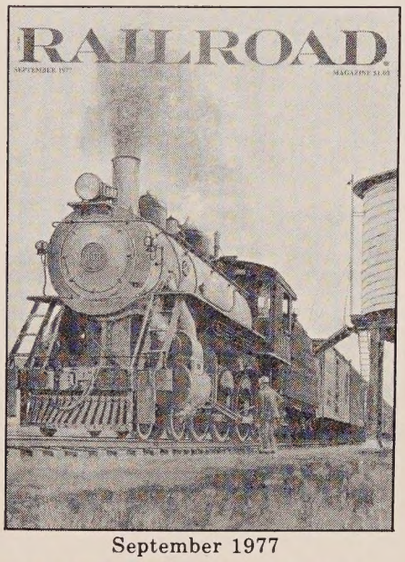

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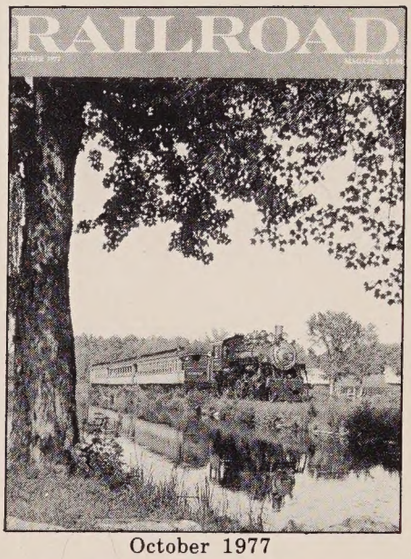

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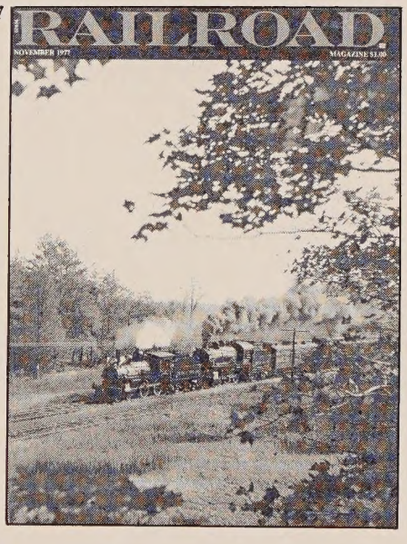

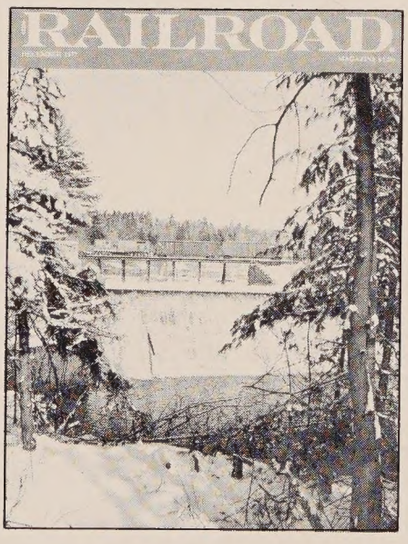

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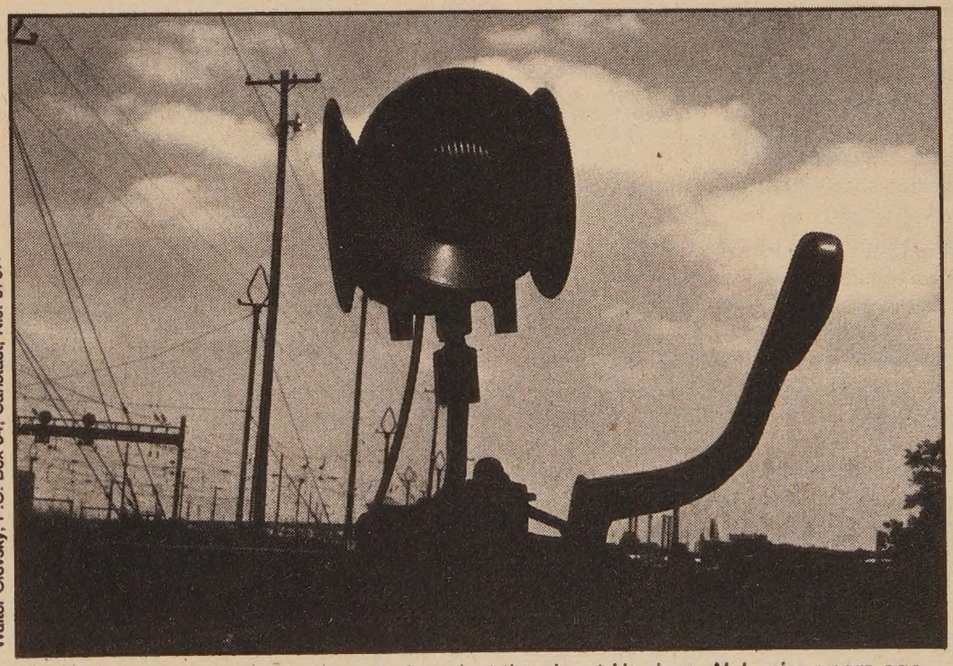

Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072

Penn Central switch-stand silhouetted against the sky at Harrison, N.J., nine years ago.

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THE MAIL CAR

where editors and readers meet

SNOWSHOT ON OUR front cover shows Southern Railway train 150 passing through North Garden, Va., just south of Charlotteville, Va., photographed by Howard Olmsted, SR cameraman, and courtesy of the Southern.

Our back cover is a winter scene on the Valley Railroad, a steam tourist line at Essex, Conn., just off exit 3 of Route 9, four miles north of the Connecticut Turnpike. Exit Connecticut Turnpike at Old Saybrook. This road offers a ten-mile, 55-minute round trip over a former New Haven branch line to Chester, Conn. Photo was made by Luanne Bailey, wife of *Interesting Railfan,* P.O. Box 299, Chester, Vt. 05143. It is one of the very few covers made by a woman that we have ever published.

Our Monthly Newscast

SANTA FE has instituted a new unit coal train expected to haul a minimum of one million tons per year for at least 15 years. The 90-car drag operates from McKinley mine northeast of Gallup, N.M., to a generating plant at Cochise, Ariz. It moves via ATSF from Gallup to Deming, N.M., where it is switched onto the Southern Pacific for the final leg of the trip. A round trip takes 72 hours. Santa Fe has not been noted in the past as a major coal carrier, but recent growth in consumption of Southwestern coal is changing that picture. In 1977 the road carried 5.7 million tons, an increase of 12 percent over the previous year, and as we go to press the 1978 figures are even better.

RESIDENTS of Farber, Mo. (population 470) aim to convert a 104-year-old Illinois Central Gulf depot into a rail museum by collecting and selling one million aluminum soda and beer cars. One-fifth of the cans have been gathered so far. The goal of one million cans would bring in $7,000 to aid the restoration project.

In 1972 the town bought the depot from the railroad. It is a wooden two-story structure, with an apartment upstairs. The railroad agent used to live upstairs and work downstairs. "To make it really authentic," says Mayor Dan Crow, "I'd like to have an outhouse set up behind it."

A NEW LABOR agreement was signed by Conrail with the United Transportation Union, which represents about 22,000 train service Conrail employes. This pact, when fully implemented, provides for a reduction in train crew size on almost every freight train operated by Conrail. It also ensures that by next July first a single contract, having uniform work rules, will replace 43 separate contracts with the UTU which Conrail inherited from its bankrupt predecessors.

Conrail has just begun a two-year $19.1 million project to convert its Oak Island Yard at Newark, N.J., into a major freight car classification center for the Newark-Elizabeth area. Completion of the project is scheduled for 1980. Capacity of Oak Island, a hump retarder yard opened by the former Lehigh Valley road in 1927, will be much increased through rebuilding and modernization.

Gone are the days of commuters trying to get train information by deciphering coded lights at the Hoboken, N.J., terminal of the former Lackawanna line. Conrail has accepted, on behalf of New Jersey's Department of Transportation, a $111,000 computer-programmed system designed to provide about 35,000 commuters daily with up-to-the-minute details on the next 16 trains scheduled to leave the terminal.

WILL CHESSIE and Seaboard merge? We don't know yet. Hays T. Watkins, chairman and president of Chessie System, and Prime F. Osborn III, chairman and chief executive of Seaboard Coast Line Industries, tell us that the two companies have "entered into exploratory discussions involving a possible affiliation." A "partnership" would provide a single-ship rail service involving 20 states, also D.C. and Ontario, Canada. But before it could eventuate, the ICC would have to approve.

THE ICC is seeking $1,051,600 in civil forfeiture claims from the Louisville & Nashville, charging it with numerous violations of car service orders affecting the placing, removal, forwarding, and repair of cars during a three-month period ending July 31. The claims against L&N are the latest attempt by the ICC to improve rail service to coal mine operators in Harlan and Perry Counties, Ky. In a letter to L&N President, Prime F. Osborn, the ICC's Bureau of Investigations and Enforcement warns that "if there is a prolonged or repeated failure to settle these claims" the Commission could take the issue to court.

MORE THAN 500 lives a year could be saved at rail grade crossings by funds authorized in a bill now under consideration by Congress, according to William H. Dempsey, president of the Association of American Railroads. Addressing a conference of the Roadmasters and Maintenance-of-Way Association, Mr. Dempsey explained that $1 billion would be available in legislation passed by the House of Representatives. About $600 million of the total, to be appropriated over a four-year period, would come from the Highway Trust Fund. The Senate has passed a similar measure, authorizing a lesser amount.

Also in the safety news, improved precautions at railroad wrecks have been recommended by the AAR to the National Transportation Safety Board. According to the board, recent accidents showed that safety procedures need to be strengthened for wreckage removal, product transfer, and rerailing of cars containing dangerous materials.

The Personality Parade

NARELLE ASPINWALL, age 21, of Rochampton, is Queensland's first woman to qualify as

a train controller. This pretty daughter of a Queensland Railways carpenter took a clerical job with the rail system four years ago, became interested in traffic control and, after six weeks' training in signals, safety, and general railway systems, was given her present job. "The most difficult part of it," she says, "is memorizing timetables."—Alf Trumper, 44 Peary St., Northgate, Brisbane, Northgate, Queensland, Australia 4013.

RICHARD D. SPENCE, 53, who resigned as Conrail president last June, is now president of the Louisville & Nashville. He succeeds A.P. Funkhouser, who is now president of Seaboard Coast Line Industries, L&N's parent corporation. Spence became head of Conrail in 1975. Before that he had been vice president of operations for the Southern Pacific.

RUBEN LEVIN, editor of *Labor* newspaper, Washington, D.C., and one of our *Interesting Railfans,* has been elected president of the Association of Railroad Editors; and James H. Beck, Union Pacific's manager of employee communications, became first vice president. *Info,* the UP employee magazine published under Beck's direction and edited by Ed Trandahl, was chosen as the "best overall publication" in the railroad industry and the one having the "best graphics."

THE RECENT DEATH of Edgar Bergen, the ventriloquist who created two famous puppets, Charlie McCarthy and Mortimer Snerd, reminded me of an incident that occurred when I was firing a mine run on the Lehigh Valley back in the steam days. One night we were ordered to push a train of empty hoppers from Delano to Hazleton, Pa. (Incidentally, Delano was a company-owned railroad town, named for the family that Franklin Delano Roosevelt got his second name from.) Anyhow, a mile out of Larabell Junction our train stopped. I picked up my lantern, fusees, and torpedos to get out and flag, as that was the duty of a fireman on a pusher in those days. I hadn't gone far when I heard a distant voice cry: "Help! Dig me out! I'm buried alive!"

The brakeman and I searched the area carefully, but found no one. We were puzzled and distressed. The mystery was solved some years later down in Panama, where, by the merest chance, I ran across a doctor who had worked his way through medical school by holding a job as a telegraph operator. He had been stationed in Larbell when the semaphores were operated by wires run through pipes. Removal of the wires left the pipes hollow. So the medical student-operator had amused himself by speaking into the pipe and pretending to be a mysterious voice.—William Bretz, Philadelphia, Pa.

FUNERAL TRAIN of Franklin D. Roosevelt, who died April 12, 1945, drew this comment from Harry Golden in his book *For 2¢ Plain* (Parmabooks, N.Y. City): "The newspaper announced that the funeral train would pass the Southern Railway station in Charlotte, N.C., around midnight, and about a half-hour earlier I walked toward the station. But I did not get closer than a block away. Thousands of people were there, including hundreds of young mothers with sleeping infants in their arms. No one spoke. People just looked at each other and waited. I had worked my way to the tracks as the funeral train passed slowly, so very slowly, and the folks all around me began to cry. It was an amazing sight. As you looked northward you could see thousands of flickering lights all along the tracks—matches, flashlights—thousands of people had come from their farms and rural homes to watch the train pass."

"BALED HAY IN THE TUNNEL," a Colorado Midland item used in our Oct. '78 *Mail Car,* was mistakenly credited to W.O. Gibson, but was actually written by Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206. Sorry, Ed. "The Colorado Midland turned its last wheel over 60 years ago," Ed tells us, "but that famous old pike continues to fascinate railfans. There are not many persons around who, like myself, rode Midland trains or, if they did, were not old enough at the time to remember much about it."

MS. JACQULYN BOLTERMAN, recently promoted at Illinois Central Gulf's sales office in San Francisco, is the first railroad woman to achieve a national account manager level.

THE QUALITY of reproduction in *Railroad* has improved dramatically in the past few months.—Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454.

Even a Toilet-Paper Roll

RALPH WENDELAER, a railroader living in Spruce Head, Maine, won the United Transportation Union's 1978 Brass Lantern Award for his beautiful one-inch scale model of an early Pennsy caboose with a cupola. He also won second place for another of his scale models, an Erie caboose, in the same contest. Ralph has been building miniature waycars for 43 of his 52 years. UTU's annual brass lantern contests are held for its members in connection with National Model Railroad Association conventions, the latest one being at Dearborn, Mich.

Ralph began his PRR award-winner 2½ years ago. Hand-made of 10,331 intricate parts scaled down from plans and drawings of the prototype, it is exact in every detail, even with the smell of kerosene, a first-aid kit, and toilet paper painstakingly rolled to scale!

This four-wheeler is equipped with a coal stove (real lumps of coal in a bin and firewood in the bucket!). Also a water tank, minute cooking utensils, a commode, two bunks, and pin-up girl calendars. It has working wheels, brakes, couplers, lamps, a sink and stopper, and an icebox. All windows and doors also are in working order, some 50 panes of glass being included. Ralph's wife, Elizabeth, contributed materials for the tiny blankets, pillows, and cushions used on the bunks.

In accordance with Sy Reich's suggestion in our *Hobby Club* last month, Ralph will bequeath his entire hand-made caboose collection—123 treasures thus far, to be followed next by a Maine Central caboose dedicated to a friend of his—to a transportation museum so that future generations can see what a real working hack looked like in the heyday of railroading.

Kidnapping an Engine

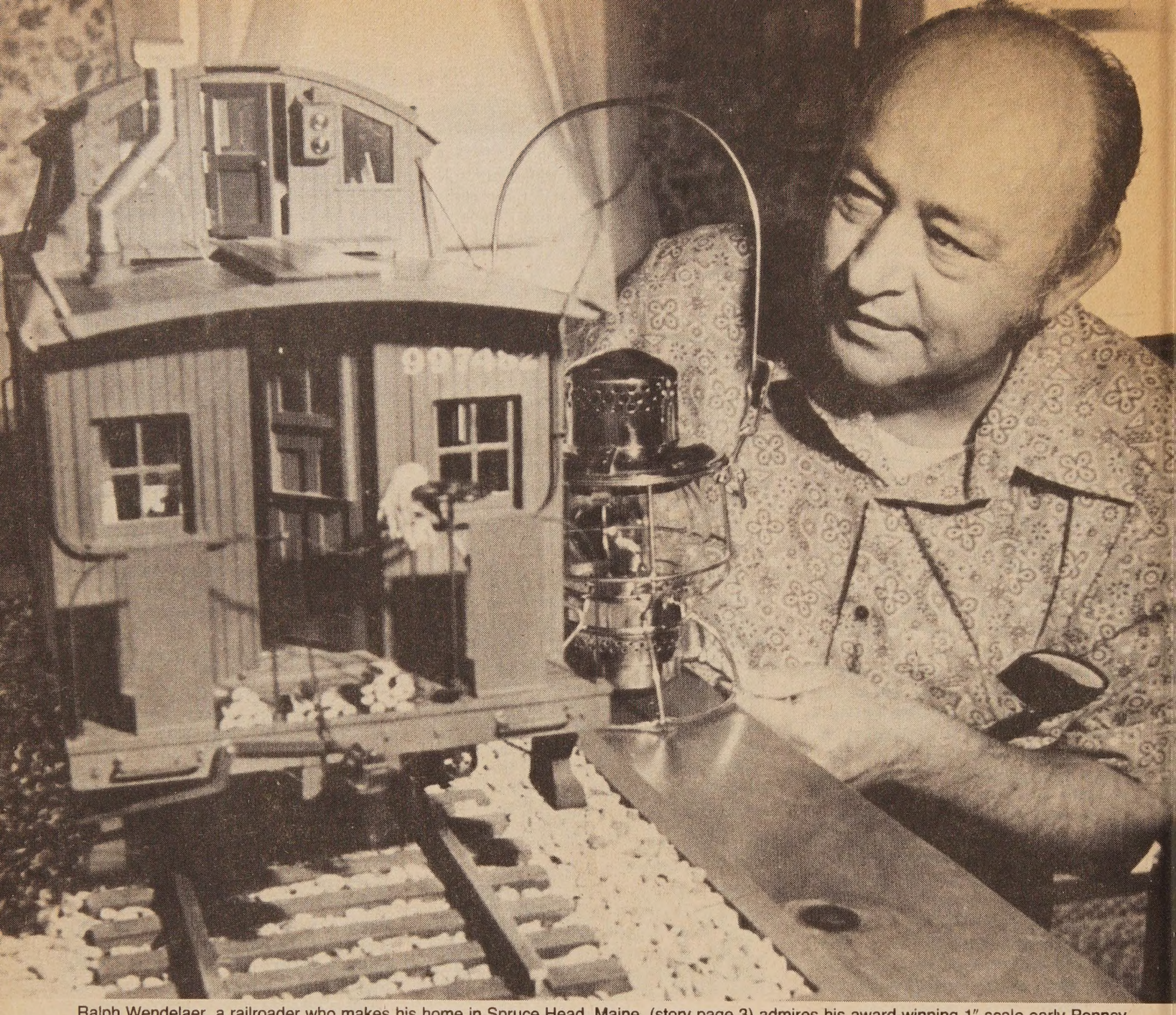
A MISGUIDED RAILFAN, Henry Wendell, age 31, was arrested the other day near Saugus, Calif., for taking a Southern Pacific switch engine on a 25-mile joyride. According to Lt. Dallas Basey of the sheriff's office, Henry stole keys to the engine and some switchboxes and took the locomotive from the San Fernando depot. He was running free and undetected on the mainline until he got to the Saugus depot about an hour later when a shocked operator, Dale Van Camp, saw an engine that should not have been there.

Van Camp futilely signaled Henry to stop and then called the sheriff. A patrol car quickly caught up to the engine, only to see it turn up a spur line. However, the railfan ran out of track after a mile or so and backed the engine to the mainline. He was busily trying to switch onto the main stem when he was arrested.

Henry has a railroad library and a collection of toy engines, cars, and cabooses. Apparently he taught himself to operate locomotives from his books since he had no experience with them.

No experience, that is, except for a previous joyride on another SP engine. Sheriff's officials said Henry told them he had taken a switch engine from the San Fernando yards a few days before. That time, however, he stopped short of Saugus and simply drove back to the depot without being detected.

He appeared quite confident that he could go anywhere he wanted with an engine and seemed to know railroad regulations. For instance, he told them he knew enough to take the engine onto



Ralph Wendelaer, a railroader who makes his home in Spruce Head, Maine, (story page 3) admires his award-winning 1"-scale early Pennsy hack model. Ralph had a runner-up winner, same scale, of an Erie waycar in the contest.

a spur line if he saw a yellow light warning of an oncoming train. He also turned on a revolving red light to warn any other engines that he was on the track and he knew how to operate the track switchboxes.

TV Speeds Freight

FREIGHT-FILLED rail cars joined professional athletes in videotape instant replay stardom when CP Rail started televising freight movements last fall. TV technology is increasing the speed and efficiency of CP freight trains. Such progress resulted from installation of "electronic eye" closed-circuit television systems (CCTV) at major rail yards around the country. Agincourt Yard in Toronto unveiled CP Rail's first CCTV in December. Feasibility studies are underway for St. Luc in Montreal and applications to other major yards such as Alyth in Calgary are being considered.

The new system was designed, developed, and engineered to CP Rail's specifications by the Closed Circuit Television Corp. of Montreal. It enables railwaymen to read car initials and numbers with better than 95 percent accuracy at train speeds up to 60 miles per hour. This is done by making a video tape recording of the train in a series of individual frames similar to motion picture film.

No longer would car checkers need to write down or check off-car numbers when trains arrive or depart. The use of a video tape recorder allows the yard clerk to review the train movement whenever he needs the information. The playback unit is modified so that, despite the need of the train passing the camera, the yard clerk can adjust the playback to a comfortable speed (6-8 mph) or stop it to look more closely at a faded or dirty number. The system is improving efficiency in yard operations by providing readily available and accurate information about the sequence of cars on arriving and departing trains.

Tests in Agincourt Yard proved that the new CCTV with its individual picture allows car numbers to be read more accurately than either the 14-year-old three-camera standard TV system without video tape recorders or a checking clerk standing at track-side. Of 100 cars going by, the yard checker missed four numbers, the clerk reading off the old TV system missed four numbers, while a checker using the new system

missed just one number, and that number was badly worn away.

500 Words a Minute

A TYPING SPEED of 500 words per minute would make the new "typist" in the Management Systems department of the Association of American Railroads in Washington, D.C., the world's fastest—if it were human. But it's not. It's a small computer called a word-processing machine. Hooked to the computer, via an "umbilical" cable, it has 3 terminals with typewriter keyboards and visual display screens.

One feature of this machine is its ability to reproduce numerous original copies of the same letter. But its main value lies in it use for typing long documents that require many revisions. The machine eliminates the cut-and-paste aspect of revisions. It can instantly insert a paragraph or sentence, correct typos, change a word or phrase, decrease or increase margins, and change the distance between lines.

"A person can easily do 3 times as much work on the word-processing machine as on a typewriter," says Kent Huff, who is responsible for the installation of the machine and supervision of its use.

Another advantage is storage capability. The machine can store up to 120 pages of material. A chart, graph or document that could be updated at a later date can be stored on a magnetic disc resembling a square 45-rpm record and recalled whenever revisions are necessary. The MSD could expand this storage capacity to 4,000 pages in the future, if necessary.

ROBERT WAYNER, Box 871, Ansonio Station, New York, N.Y. 10023, says the new revised edition of his *All-Time Index of Railroad Magazine,* etc., is sold out, which he attributes largely to Gort Wilbur's long review in our October issue, but it will be reprinted this spring. Bob is considering reprinting Freeman Hubbard's classic *Railroad Avenue* as a paperback and wants to hear from anyone interested.

AN ILLUSTRATED 27-page color brochure, *Rail Transportation Engineering,* available on request from Gibbs & Hill, Inc., Transportation & Transmission Div., 393 7th Ave., New York, N.Y., 10001, describes the company's capabilities in railway electrification, right-of-way transmission lines, signaling and control, supervisory control systems, communications, and operations analysis. Also services for equipment specificiations, railroad bridge and track work, technical feasibility studies, yard work, and shop facilities.

A NEW 32-PAGE bulletin describes in text and color photos GRS's capabilities in the design, manufacture, and installation of transportation control systems and equipment. Included are operating methods, rail traffic control, signaling apparatus, train control, classification yard systems, and industrial transportation control. Available from General Railway Signal Co., Rochester, N.Y. 14602.

HAVING READ *The Railroad Caboose,* obtained from your Book Service, I want to know more about the author, William F. Knapke.—Ed Worat, 304 Dawes St., Oshkosh, Wisc. 54901. (*Ed. note:* Knapke was a small, dynamic, wiry man, a great railroader and a great writer. Born July 13, 1869, he was a boomer in early years but spent most of his rail career as a Southern Pacific conductor. He wrote many articles for *Railroad Magazine* but only one book, the latter in collaboration with Freeman Hubbard. Bill died Feb. 24, 1969, a few months after his book came out and a few months before his 100th birthday, leaving no known relatives. At his own request, his body was cremated and his ashes were strewn on a steep SP grade in California at a point where he had once stopped a runaway freight train.)

A BULLETIN on *Handling and Shipping Fresh Fruits and Vegetables by Rail* may be had for $1 from Association of American Railroads, Damage Prevention Section, 59 E. Van Buren St., Chicago, Ill. 60605.

Overseas Railroading

A WOMAN PASSENGER on a British Rail train from Maidstone was startled to tuck her feet under the seat and find a ball of whimpering fur(three bright-eyed little puppies about five weeks old. She handed them over to the railway staff at London Bridge, which sent them to Battersbea Dogs' Home for future adoption.—Ray E. Ruffell *(Interesting Railfan),* 2 Victoria Villas, High St., Little Sandhurst, Camberley, Surrey, England GU17 BLN.

MRS. BESSIE STEPHENS, 108, widow of a former manager of Brisbane's Tramway Company, is believed to be the oldest living Australian. According to vital statistics, only 527 living Australians are over 99.

New Zealand cook John Ensor, 55, has clocked up his millionth mile of train travel. He reached the magic figure as the *Brisbane Express* sped towards Sydney and he was jubilant. For 47 years he has travelled on steam trains, diesel trains, electric trains, troop trains, and even circus trains. He's cooked on wartime troop trains in the UK and once lit a fire in a chilly guard's van to keep some monkeys warm.

In 1931 he developed a love of trains. It became such a passion that he spends his five weeks annual holidays just travelling by rail. Medically unfit for World War II, he worked as a train conductor and spent his spare time as a train traveler.

Australia's oldest railway tunnel still in use is the one opened Aug. 13, 1877, between Pangela and Willow Tree.—A. Mann, P.O. Box 3, Drummoyne, N.S.W., Australia 2047.

Paterson Locomotives

STEAM LOCOMOTIVES built in Paterson, N.J., which can be seen and photographed today are listed here by George Hulse, 21 Spruce Sr., Paterson, N.J., member of the city's Tourist Office and guide at the museum located in a remnant of the once-famous Rogers Locomotive Works.

CALIFORNIA

Short Line Enterprise, Inc., 471 W. Lemon, Arcadia, Calif.; Cooke No. 8, built in 1888, originally Texas & Forth Worth 114; later St. Louis, Iron Mountain & Southern, then Dardanelle & Russelville R.R. Used in movies "Centennial Summer" and "Jesse James" and in 1978 TV special on Abraham Lincoln, Placer County Fairgrounds, Roseville, Calif. 95678, three blocks from California Rte. 208: ex-Southern Pacific 2252, star of "Petticoat Junction" TV series, also movies.

Sierra Railroad Co., 5th Ave., Jamestown, Calif.; 4-6-0, 4493, Rogers, 1891. Originally Prescott & Arizona Central 3, then Sierra 4493.

Imperial Fairgrounds, 2nd and J streets, Imperial, Calif.; 0-4-0T Alco (Cooke) 59389, Oct. 1918, ex-Imperial Irrigation District. On display in Pioneer Museum.

CONNECTICUT

Valley Railroad, P.O. Box 172, Essex, Conn.: 2-8-0 Alco (Cooke) 65188, March 1926, originally Birmingham & Southeastern 200 (Birmingham, Ala.), then Vermont Ry. 97 (lettered but not owned by Vermont Ry.), and Connecticut Valley 97. Tourist railroad. May through Oct. (Trains depart from Essex deport at Exit 3 of Rte. 9, 4 miles north of Connecticut Turnpike.)

FLORIDA

City Manager. On display. 2-6-0 Alco (Cooke) 1920.

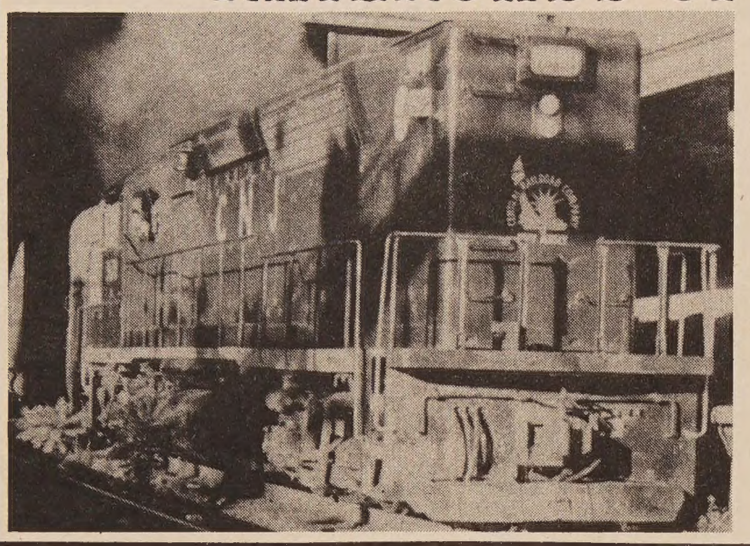
GEORGIA

Cyclorama Building, Grant Park, Atlanta, Ga., 4-4-0 Danforth-Cooke, Aug. 1856. Originally Western & Atlantic 49 *Texas,* involved in Andrews railroad of 1862; then Western & Atlantic R.R. 12, *Cincinnati,* then Nashville, Chattanooga & St. Louis 112.

Big Shany Museum, Kennesaw, Ga., 4-4-0 Rogers, Dec. 1855, originally Western & Atlantic 3, *General,* involved in Andrews raid.

Macon Iron & Paper Stock Co., Macon, Ga. 31202.

RAILROADS OF NEW JERSEY



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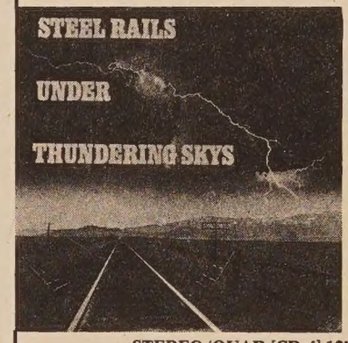

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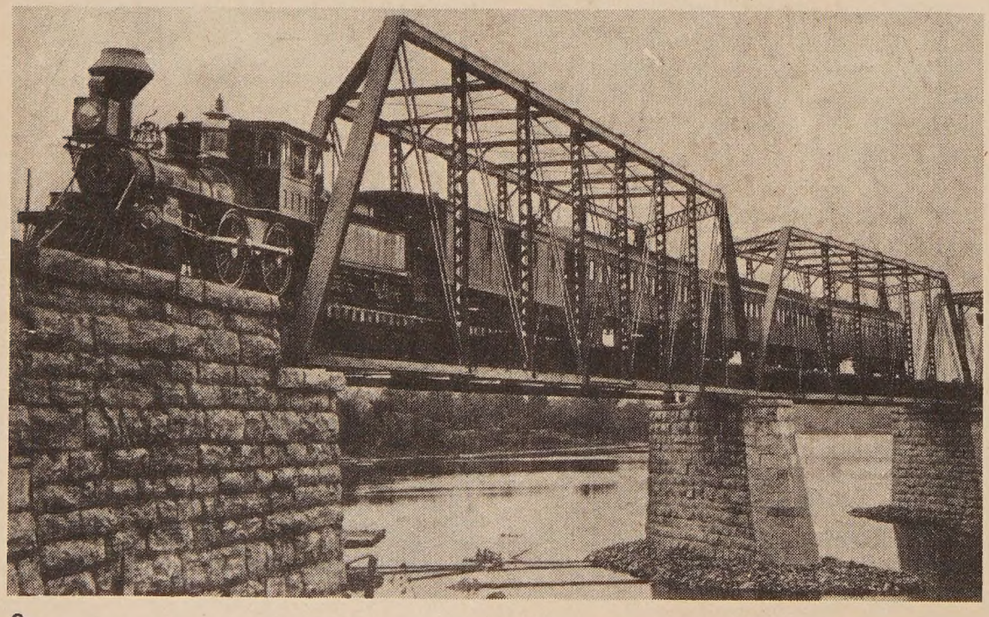

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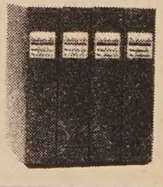

0-4-0T Alco (Rogers) 53880, June 1913, originally Hardaway Contracting Co. 105, then Dixie Construction Co. (Jackson Lake, Ala.) then Georgia Power Co. 30 (Macon, Ga.); on display.

ILLINOIS

Lincoln Park, Aurora, Ill., 4-6-0 4788 Rogers, Nov. 1892. Originally Chicago, Burlington & Quincy, then Burlington & Missouri River R.R. 309, then Burlington R.R. 637.

KENTUCKY

Kentucky Railway Museum, Inc., Box 295, Louisville, Ky., 40201; 4-6-2, 6256, Rogers, Jan. 1905, originally Louisville & Nashville 152. Is being restored to operability for excursion purposes. Contact City Dept. of Parks and Recreation.

MICHIGAN

Henry Ford Museum, Greenfield Village, 20900 Oakwood Blvd., Dearborn, Mich. 48121, 4-4-0 Rogers 1858, built for Atlantic & Gulf, originally named *Satilla*, renamed *The President* and later *Sam Hill*, the Savannah Albany & Gulf 3, *Satilla*, then Savannah Florida & Western 3, then J.J. McDonough Lumber Co. also 2-6-0 Grant 189, built in 1865.

MINNESOTA

R.W. Kaplan, president, Owatonna Tool Co., 2-4-4 Rogers double-ender 2588, May 1880; originally Illinois Central 213. Driven by Casey Jones, transporting passengers to and from World's Columbian Exposition, Chicago, 1893.

Lake Superior Museum of Transportation & Industry, 506 W. Michigan St., Duluth, Minn. 55802, 4-4-0 New Jersey 1861 *Wm. Crooks*, originally St. Paul & Pacific 1, then St. Paul, Minneapolis & Manitoba 1, then Great Northern 1. First locomotive west of Mississippi. Museum open all year. Also displayed: steam rotary snowplow, Cooke, 1887, originally Northern Pacific 2.

MISSISSIPPI

Terrace Gardens, Childrens Playground, Greenville, Miss., 0-4-0T Alco (Cooke) 56992, Oct. 1917, originally U.S. Army Quartermaster Corp. 2 (New York City), then Greenville Gravel Co. 2.

MISSOURI

National Museum of Transportation, 3015 Barretts Station Rd., St. Louis, Mo. 63122, 2-8-0 Rogers 6178, built June 1904, originally Illinois Central 764. Museum open 7 days a week all year, except Thanksgiving and Christmas.

NEW HAMPSHIRE

Groveton Paper Co., Groveton, N.H. 03582, 0-4-0T Alco (Cooke) 59385, Aug. 1918, originally J.M. Odell Mfg. Co., then Groveton Paper Co. 5, U.S. Rte. 3, near center of village.

NEW YORK

Arcade & Attica, 278 Main St., Arcade, N.Y. 14009; 2-8-0 Alco (Cooke) 62624, Nov. 1920, originally Charcoal Iron Co. of America 18, then Newberry Iron Co. 18, then Boyne City R.R. 18, then Arcade & Attica 18.

The Station (restaurant) Taughannock Blvd. at foot of West Buffalo St., Ithaca, N.Y. (former Lehigh Valley pass. station), 0-4-0T Alco (Cooke) 66314, built Sept. 1928, originally Savoy Process Co. 61863, then The Station 609.

NORTH CAROLINA

Daniel Boone Railroad Park, Box 7615, Hillsborough, N.C. 27278, 0-4-0T Alco (Cooke) 63253, March 1922, originally Winston & Co. 48, then Georgia Lumber Co., then Daniel Boone R.R. 22. Just north of I-85, one mile south of Hillsborough.

OREGON

Sutherlin Park, Sutherlin, Oreg.: 2-6-2 Alco (Cooke) 62965, March 1921. A Cuban sugar engine, originally Hetch-Hetchy 5, then Weyerhaeuser Timber 100.

PENNSYLVANIA

Penn View Mountain R.R. R.D. 1, Blairsville, Pa., 15717, 0-4-0T Alco (Cooke) 63304, July 1922, originally Hammermile Paper Co., then Duquesne Slag Products (Pittsburgh, Pa.), then Blairsville Eastern 5. Station is located one mile south of U.S. Rte. 22, via small roads, and 3 miles east of Blairsville.

SOUTH CAROLINA

Pirateland (Amusement Park) Myrtle Beach, S.C.; 0-4-0T Alco (Cooke) 56165, June 1916, originally Harris Tannery 1 (Sylva, N.C.), then Mead Corp. 1 (Sylva), then Old 97 R.R. No. 97 (Concord, N.C.).

TEXAS

Texas State Railroad, State Historical Park, Rusk, Texas 75785, 4-6-0 Alco (Cooke) 26142, built Nov. 1902, originally Texas & Pacific 316, then Paris & Mount Pleasant 316. On Route U.S. 84 22-mile ride, 4 working steam locomotives. Reservations needed. Also 4-6-0 Alco (Cooke) 1896, originally Southern Pacific 1829.

UTAH

Liberty Park, Salt Lake City: 2-8-0 Grant, Dec. 1881, 36" gage, originally Denver & Rio Grande 223.

VERMONT

Steamtown U.S.A., Bellows Falls, Vt., on U.S. Rte. 5, near I-91. Open May through Oct. 2-6-0 Alco (Cooke) 65265, built Dec. 1923, originally Norwood St. Lawrence 210 (Norwood, N.Y.). Also 4-6-0 Cooke 2197, built April 1892, originally Houston & Central 114, then Texas & New Orleans 314, then Central Pacific, then Vermillion Sugar Co. 1. Also 2-8-0 Alco (Cooke) 28686, built Nov. 1903, rebuilt 1918. Originally Illinois Central 641, then Chicago Junction Ry. Also 2-8-0 Alco (Cooke) 62623, built Oct. 1920, sold March 1923, originally Lowville & Beaver River, for Cia, then Azucarera Central Reforma (Cuba) 8, but never delivered. Sister engine to Arcade & Attica 18.

WISCONSIN

National Railroad Museum 205 East Walnut St., Green Bay, Wo. 54301, 0-4-0T Alco (Cooke) 64225, built Jan. 1923, originally Jackson Iron & Steel 1, then Pullman Co (Chicago, Ill), then Jennie Fuller Estate 29, then Wisconsin & Yesterday Ry. 29 *Brillion Pioneer*. Also 0-4-0T Alco (Cooke) 59402, June 1918, originally Menominee Sugar Co. (Green Bay).

WYOMING

Lions Park, 4100 Central Ave., Cheyenne, 4-6-0 Cooke 2053, built Oct. 1890, originally Union Pacific 1476. ●

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AT RINGOES, NEW JERSEY, 3,600 miles from my home in Paris, we drove under the right-of-way, turned left, and discovered a colorful lot of old passenger cars huddled around the tiny Black River & Western Railroad depot, a restored station built in 1854. The BR&W is located on County Route 579, three-quarters of a mile from the junction of highways 202 and 31. Its rolling stock, I learned later, consists of coaches and a combine from the Jersey Central and Lackawanna and two open excursion cars. Also displayed is Canadian Northern business car 105, a museum car. The railroad is a single-tracked former branch of the Pennsy in a scenic farm region.

My husband, Daniel Behrman, who is translating this story from French into English, rushed into the depot to buy tickets. They cost $2.50 each for an hour's round trip. He returned with a big smile. "You can ride the cab," he called out. "All you have to do is sign a release."

It was a cool, bright Sunday in May. From afar, we could hear a steam locomotive wailing at intervals, which we knew to be the former Great Western Railway No. 60, a 2-8-0 built

Jim Fisher, student bakehead, digs into the black diamonds to feed a hundry BR&W No. 60 highballing tourist train to Flemington, N.J., on sunny day last May. (Right) Self-portrait made by Madeleine de Sinety.

Black River & Western Steam Tourist Line in New Jersey

Girl on a Coal Pile

Text and Photography by MADELEINE DE SINETY

by Alco in 1937. Heated by a black cast-iron stove, the station office was run by two gentle white-haired ladies clad respectively in violet and pale pink. After signing the release, I ran back to the track. The Consolidation's screams were getting closer. She must be coming 'round the bend on the far side of the bridge. Heated by a black cast-iron stove, the station office was run by two gentle white-haired ladies clad respectively in violet and pale pink. After signing the release, I ran back to the track. The Consolidation's screams were getting

closer. She must be coming 'round the bend on the far side of the bridge.

My objective was to take pictures for *Railroad Magazine,* to which Dan and I have often contributed. First I postured on both sides of the track, kneeling down, standing up, looking for a good angle. My Nikon camra jammed into my right eye.

Quickly, I tried three lenses before picking a 135-millimeter that would let me catch the shiny curve of the rails even though I'd miss the station. I was still chaning my lens when the train suddenly loomed up in a mass of green trees. The engine spouted white steam with a final whistle signal and majestically rounded the last curve before the depot. I took aim, clicked my shutter, aimed again. My heart seemed to be beating 60 miles an hour when the black monster sailed into my view-finder. She swelled into immensity, filling the tiny window in my camera.

I raised my head. Now the engine rose above me as I stood erect beside the ties. She was so dark and high that I couldn't take her all in at a single glance. Bit by bit I watched a wheel go by, then a connecting rod, then another wheel, and pipes spitting and smoking. A blast of heat swept my face and now I could hear the *clickety-clack* of coach trucks tagging along behind. I was on the wrong side of the tracks when the train stopped, and I wanted to get back to the depot. I thought I could open a coach door and cross over through the car, but its steps were way up and a steel plate above them sealed off the entrance.

I was wondering if I should dare to climb over the couplings with a heavy bag of photographic equipment slung over my shoulder—a risky venture which, I am sure, would violate a railroad safety rule—when, to my relief, someone opened the door wide. The steel plate lifted like a portcullis in a medieval castle such as I see occasionally in France, and a set of steps unfolded as if by magic. This was quite different from my own country, where steps are not let down.

Tourists and camera-toting railfans poured out of the Black River & Western train. I saw some parents carrying infants and old gentlemen carefully negotiating the steps. I ran up to the head end. Dan was already there with our baby, Thomas, in his arms.

"You can go right into the cab," he said. "The engineer is a schoolmaster named Thomas Davis and his fireman is Chet Wilhelm."

The station platform ended a few yards from the steps leading steeply into the cab. To hoist myself up, I grabbed the two brass rails, solid and worn smooth, familiar to my touch. Thus again I re-lived in America the memory of my first contact with a steam locomotive. I recognized the nostalgic smells of oil, steam, and steel somehow blended into one, and the eerie half-darkness inside the cab, blinking as I entered from broad daylight.

My first feeling was momentary disillusionment. Past impressions of gleaming engine cabs filled my mind so vividly that in this BR&W cavern all the pipes and valves and the firebox door seemed false, dirty, old stuff. I considered what kinds of pictures I might take here that I hadn't already shot hundreds of times before.

The engineer came up behind me. Thomas Davis, with a well-trimmed gray beard, tanned face, and spotless cap, didn't look to me like the master of a steam locomotive. He said hello with a perfunctory smile and pointed to his seat. "Sit there and tell me what you want to do and where you'd like to go, so I'll know where you are when I have to move."

A run with Tom Davis, engineer of No. 60, the Black River & Western Consolidation. Madeleine here catches him watching the track.

Chet Wilhelm, the regular fireman on No. 60, munches a sandwich at Flemington. Chet ran the engine on the way down.

250
300
350
400

Student fireman Jim Fisher
learns how to handle a clinker hook.

WE STARTED SLOWLY, the cab rocking and swaying. After turning the throttle over to Chet Wilhelm, he stamped on a pedal, opened the fire-door, and poured hard coal into the flaming red maw, filling his scoop from the tender and spreading the black diamonds out evenly over the firebed. I took a few shots of him at work.

We were running in reverse. Through the little window looking back onto the boiler I could see the cars weaving behind me. Children stuck their heads out, laughing and singing. I was opening the cab window beside me to take a picture when the engine whistled suddenly, loudly. It startled me.

As we were about to cross a narrow road Chet slowed her to a walk, yanking the whistle cord the way a drowning man clings to a life preserver. That was understandable. Whistle music thrills a great many railfans. It thrills me, too, but not when it is too close and ear-piercing. In the latter case I find it unbearable. Our run was short, only half an hour each way, but with numerous grade crossings and whistle screams that caused me to hold my ears.

The engineer was delegating most of his work on that trip to Chet Wilhelm and Jim Fisher. Jim, a student fireman and coal-passer, was now firing vigorously. Tom sat by nonchalantly. Now and then he glanced out the window, in between bites of a fat sandwich he had brought along. He filled a paper cup by turning on the spigot of a cylindrical cooler for a drink to wash down his meal.

We were rolling fast. The relaxed hogger pulled out a cigar from his pocket and lit it with a glowing red coal he'd plucked from the firebox with a shovel. By the time we reached Flemington, end of the line, I felt deafened. I noted that adjacent to the depot in Flemington are Turntable Junction, old-time shops, and stores.

Tom was still spotless. No soot on his short-sleeved white shirt nor the lapels of his fur-lined vest. "You ought to climb up there," he told me on the return trip, pointing to the tender and its slowly-dwindling mountain of coal where, from time to time, little avalanches of black dust slid down. "That's where all the photographers who ride with us get their best shots."

I didn't feel like ruining my new shoes or good coat, but did it anyhow. I grabbed an upright bar that was blocking my way to the tender.

"Hey," Tom cried, "don't touch that! When it comes out of the fire it can be pretty hot."

I realized then, from past experience on steam engines, that this was a clinker hook used to clear the fire, but it wasn't hot then. Clutching it again, I climbed over the gate that was holding back the coal. The heavy camera bag on my back threw me off balance. As lightly as I could, I put a fearful foot down into the shifting black mass of coal. Incidentally, elephants would never do that, which explains why Jumbo, the famous circus elephant, was hit and killed by a Grand Trunk locomotive when he could have saved himself by walking down a steep embankment of gravel. Not being an elephant, I boldly climbed to the top of the pile.

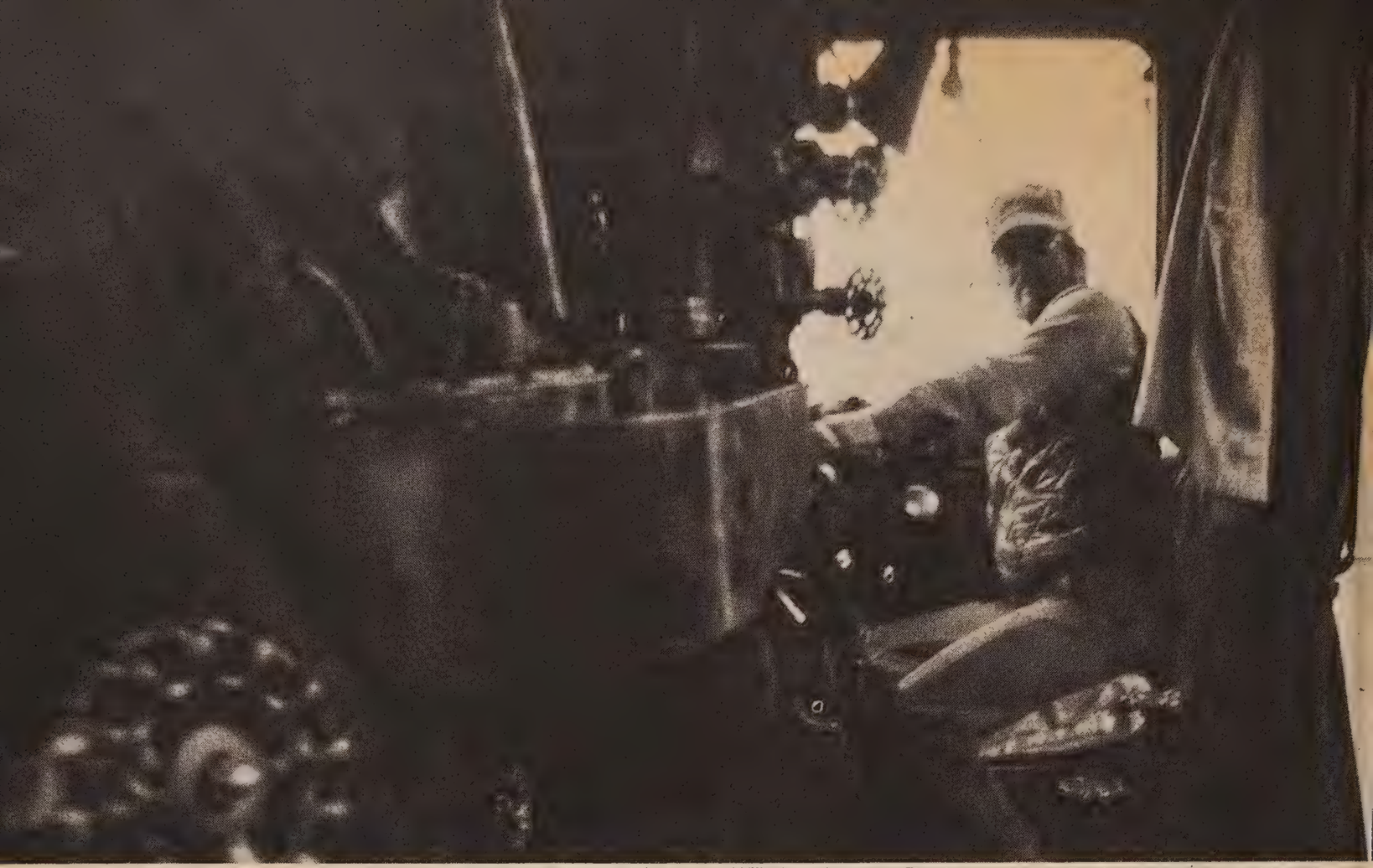
Then I turned around to watch the show. At that instant the 2-8-0 spurted abruptly and set me down hard in a heap of soot. There I stayed, my elbows dug into the black diamonds; my feet, too. The engine was highballing now. Her stack spewed a cloud of dense black smoke—the delight of trackside photographers but anathema to motive power officials—and the squirrel plume flattened as it flew over my head.

At the same time, down below in the cab, the occasionally wide-open firedoor nearly blinded me with its high dancing flames. Bent over the scoop, his cigar still clamped between his teeth, Tom had planted his feet wide apart to swing shovelfulls of coal into the firebox. Now he was toiling, sweating. I remembered what he had told me just before we left Ringoes: "On the way out, it's downgrade and there's no problem. But on the trip back, we do our jobs."

Standing in front of me in the tender, Jim Fisher, the student tallowpot, was busily passing coal. Leaning on the han-

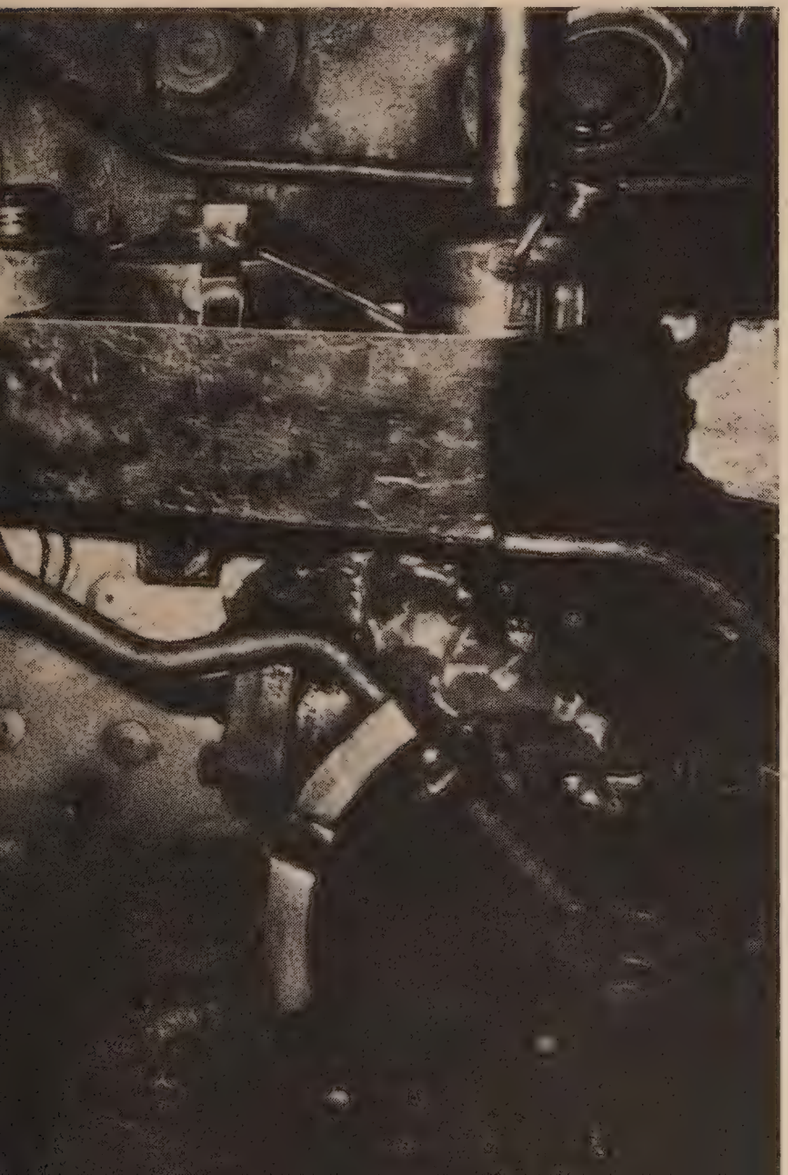
Hogger Tom Davis lends a hand to help quench thirst of ex-Great Western Alco 2-8-0.

CK RIVER



Engineer Davis (top) scrapes coal on apron with shovel while fireman Wilhelm relaxes on Tom's usual seat. Davis (bottom) pours himself

some refreshment from water cooler in engine cab.



dle of a long-handled wooden rake, he jumped to left and right, keeping company with cascades of coal all the way to the boiler, where the schoolteacher-engineer shoveled them up and into the firebox with a single movement of his husky shoulders.

Smoke poured out thickly—it was white now—before it snagged the needles of pine tree branches as the Black River & Western train chugged along the single track. I tried to stand erect so as to see over the cab roof, but without a handhold I could not remain upright. We were still running fast. The engine pitched and rolled like the little Breton fishing boats I have seen in storms on the English Channel, and I dropped back into the coal pile.

AGAIN I TRIED, crawling on my stomach in a way that certain ladies of my acquaintance would not approve of. At the edge of the tender I hung on tight and leaned over, precariously sticking out my head. And just then the train roared out of the woods and crossed a river on a primitive bridge that seemed to have been made of a few crossties without any safety railing at all. I looked down from a dizzy height. Way below, the Black River's green and yellow water was boiling; and at every lurch the engine seemed about to dive into it at full steam. I was excited by the cinders, the cool rushing wind, the coal dust, the water droplets, and the wailing whistle at every grade crossing.

These things slammed into my face and into my being like a gigantic slap that made me let go of the tender's edge and tumble into what now seemed like a cozy nest—a hole in the coal at the top of the tender. Into this I settled as if it had been a deck chair. I threw my head back to get a better view of the whirlpools of dark grayish-green sky racing overhead, dragging the thin thread of steam from our stack, swallowing it the way a river sucks in the water from a brook it rushes past.

The student fireman was now taking a rest. He needed it. Jim was seated with his back to the closed firebox and almost invisible in the dark cab. He thrust his rake upside down into the coal like a spear and drained a bottle of soda pop with a single gulp. He was no longer a tightrope walker dressed in oversized striped coveralls dancing on the sliding coal.

One more curve, another bridge, this one of stone, and we rumbled over the Ringoes Road and back into the station, the engine whistle screaming to clear the crowd of enthusiastic spectators, some of them hanging from lamp-posts.

"I'm staying on!" I yelled exultantly from the top of the tender as my solicitous husband came up to me with our baby, Thomas, sitting on his shoulders. Dan went into the office, to the elderly ladies in violet and pale pink, to buy more tickets.

After switching to the other end of the train, the Consolidation started out again for Flemington, running in reverse as she had done the first time. Once more I was lying on my stomach, my head reaching over the rim of the tender. Now I watched the rails ahead rushing at us, growing in size until the tender swallowed them up.

A hare sitting fearlessly beside the track kept twitching its ears before deciding to cross right in front of us and leap into the brush at the bottom of the embankment. Motorists on the highway seemed no more impressed than the rabbit had been by the iron monster wailing at an infinity of crossings. From my vantage point I could see the Detroit-built vehicles approaching from a long way off. I expected them to stop when they got to the railroad track, but they didn't. They shot out of the hedges along the road and recklessly crossed the rails almost under our noses. You might have thought they had more sense. I wonder if the engineer could have had time enough to stop suddenly enough if he had to.

We had the wind behind us, but it wasn't strong enough to blow the smoke, the cinders, and the engine's screams back over me. The clouds abruptly split to make way for a dazzling sun that painted the New Jersey countryside in soft gold and copper. I was glad to rest my eyes. The three men in the cab

were eating a meal before the tough pull back. I didn't have a single roll of film left. As soon as we stopped at Flemington I got off the engine, deafened now by the sudden silence that seemed to be buzzing in my ears, and ran over to the souvenir store. It had just closed. Frantically, I asked a couple of bystanders if they knew of a shop nearby that might sell film. Someone gave me directions: take the first side street on your right, the one with all the trees, then turn left . . .

Hogger Davis and student fireman Jim Fisher take a break at Flemington while they want to start their last trip back to Ringoes.

I'd never have had time to get there and back before the train pulled out, I told myself in despair. Just then my dear husband turned up with Thomas still perched gleefully on his shoulders and a paper bag in his hand. Dan had found a film shop. I kissed him gratefully. Then I got back onto the locomotive steps and climbed to my post of duty atop the coal pile.

A late afternoon sun was casting long shadows as our train started slowly on the day's last run. Number 60 seemed like a horse eager to get back to her stable. She thundered over the shiny rails and zigzagged beneath the Spring-fresh trees alongside the track. Once more a breeze fanned my face. It drove the heavy smoke, laden with cinders, into my sensitive brown eyes. I couldn't avoid the damned little pellets. The whistle's harsh cry drilled even further into my already-battered ear drums.

AND SO, buffeted by the anthracite, half-blinded, my eyes red and swollen with tears and burns, almost completely deafened by having a glorious adventure, I tried to take some more pictures, this time by guesswork. I could no longer read the numbers on my camera. Little by little, I felt a slight tingling, first in my calves, then in my thighs. It soon became unbearable. I couldn't sit any more now; I had to kneel. My slacks were soaked, not with sweat but with some sort of greasy liquid which had been sprayed over the coal. I don't know what it was, but it burned and irritated me. When the train pulled at last into the Ringoes depot I slid back into the cab, amidst the crew, like a chimney sweep of long ago falling down a flue.

I felt light-hearted and happy, happier than I had been for a long time. Almost ecstatic. I had been close to iron and steel, to fire, steam, the living and shaking engine, the shiny black greasy coal, the stack's burning breath, and the almost endurable whistle that seems to go right through your soul like a white-hot steel drill. This experience had touched something very deep inside of me.

Tom Davis, the hogger, greeted me with a warm smile. He had lost the air that had previously seemed to be mocking and condescending. "You must have done a good job," he said. I nodded and laughed, with an impulse to throw my arms around his neck and kiss him. Without his advice and moral support I would have given up and left the engine after the first trip.

"Do you want to wash up?" he asked.

I nodded. I expected Tom to show me to the ladies' room in the station. Instead, he headed for a shed where two young men were welding at a work-bench near a yellowish window. I could not make out anything in the shed except that dusty, fly-specked window and the glare of the welding torch. Tom emerged with a plastic bucket, which he set in the ground right below his cab steps, next to a wheel. He turned on some sort of spigot, from which very hot water spurted out. Then he handed me a washrag, a cake of soap, and a towel.

Kneeling in front of the bucket, I began washing myself. First, my eyes. I couldn't bear to keep all that coal under my eyelids. It was a waste of good fuel. I applied the rough rag to my eyes and then almost jumped out of my shoes. Maybe I screamed. That water had come from the engine!

"What's the matter?" Tom Davis asked quickly. He was changing his trousers behind the open trunk lid of his automobile. "Don't wash your eyes with that water! It's been treated."

But his warning came too late. And now, besides coal dust in my eyes, I was weeping acid tears. Even that I didn't mind too much. The water still felt warm and good on my face and hands. Meanwhile, the locomotive had got her breath back, so to speak, and as if to comfort and console me she patted my legs from time to time with friendly squirts of white steam. Well, that ended the day. The opulent red sun was setting behind the wooden sheds and station; the Sunday crowd of tourists and railfans were gone. My son Thomas was splashing contentedly in a puddle of dirty water. Dan glanced at his watch. We had to find a motel, and a drugstore for the treatment of my eyes.

Slowly, the engine backed into her shed where she'd spend the night and most of the week, for even during the tourist season the Black River & Western operates only on week-ends and holidays. Tom Davis, my engineer, had been transformed back into his weekday role as bearded schoolmaster. He waved to us as his car drove away from the station. ●

Thomas Wolfe and the Asheville Special

THE HIGH TIDE of American steam-powered passenger trains was reached in 1929, when Thomas Wolfe's first novel, *Look Homeward, Angel,* immortalized this dark-eyed giant of six feet, six inches. Twenty-two thousand passenger trains spread like a spider web to serve almost every community within the United States. Wolfe's most beloved train was his hometown's *Asheville Special,* trains Nos. 15 and 16. This utilitarian train of the 1920s and '30s was a typical passenger train consisting of mail, baggage, coaches, diner, and Pullman cars. The three Pullmans for Raleigh, N.C.; Washington, D.C., and New York

A-C color-light signaling with Int. Ind. Automatic Train Control on Southern Railway between Asheville and Salisbury through the Blue Ridge Mountains in the Great Smokies of North Carolina.

City were named, but each also carried a number. The New York Pullman Wolfe rode was K-19.

Although Wolfe travelled extensively on trains throughout the United States, and Europe (he never learned to drive an automobile), most of his trips were between his home in Asheville, N.C., surrounded by eastern America's highest mountains, and the nation's largest city, New York. This journey of about seven hundred miles was made aboard the *Asheville Special,* which originated and terminated at Asheville. Leaving Asheville in mid-afternoon, train No. 16 was powered by green- and gold-trimmed Mountain-type locomotives on the 141-mile trip to Salisbury, N.C. The Salisbury-to-Washington was behind Southern's famed Ps-4's, and the Washington-to-New York link was operated with Pennsylvania Railroad's K-4's or GG-1's.

Wolfe wrote about the passenger trains he rode: ". . . with wheel and flange and rail that bent across the earth like space and a triumphant music, with men and voyages, and the immortal sound of time that murmured constantly about the walls of mighty stations; with the rush, the glare, the pistoned drive, the might and power of the locomotive, with great flares and steamings that passed instantly upon the rails at night."

THE MOST SCENIC portion of this trip to and from New York is the twelve-mile stretch of the Southern Railway between Old Fort and Ridgecrest. Wolfe, riding No. 15 from New York to Asheville, explained:

"And then out of the Piedmont you will hit the mountains. You don't hit them squarely, they just come to you. Field and fold and hill and hollow, clay road, the rockbright clamors of mountain water. You feel upon your neck the hot, the thrilling, the immensely intimate, the strange and most familiar breath of the terrific locomotive. You go twisting up the grades and snake round curves with grinding screech. How near, how homely how common and how strange, how utterly familiar—the great bulk of the Blue Rdige bears imminent upon you and compels you. You can put your hand out of the slow toiling train and touch it. And all life is near, as common as your breath, as strange as time."

The *Asheville Special* also played an important role in my life. My father, James F. Clodfelter, Southern Railway official, gave me my first railroad job, January 1, 1931, cleaning and polishing the *Asheville Special.* Forty-four years later, I was the regular assigned engineer on the Asheville-to-New York train when the announcement came that the last run of this train would be in 1975. I wrote a letter to W. Graham Claytor, Jr., then president of the Southern, in which I said:

"Passenger trains have served my hometown of Asheville for almost a hundred years. The little woodburner *Salisbury* steamed into town October 2, 1880, with Jack Edwards at the throttle. Thomas Wolfe, Asheville's most famous son, immortalizes the age of steam-powered, passenger trains in *Look Homeward Angel; The Web and the Rock; You Can't Go Home Again;* and *Of Time and the River.* He rode the *Asheville Special* enroute to New York behind green and gold Mountain and Pacific type steam locomotives. Your decision to point the *Crescent's* E-8's in green and gold has continued Southern's proud tradition of owning the nation's longest-lived fleet of specially painted passenger locomotives.

Asheville will lose its last scheduled passenger train with Southern's decision to discontinue trains 3 and 4. I believe the city of Asheville and the state of North Carolina derserve something to mark this historic occasion; consequently, I ask you to consider running a green and gold locomotive on the last run of "Thomas Wolfe's *Asheville Special."*

Mr. Claytor adopted my suggestion, writing in reply to my letter: "The last roundtrip run of Nos. 3 and 4 will be definitely powered by two *Southern Crescent* E-8's back to back. We will have some advance notice, of course, about when this will be, and we will accordingly be in a position to provide publicity. I am sure you know that we plan to operate weekend and holiday excursions next summer from Biltmore Station down to Old Fort and back, using most of the equipment including the dome car now assigned to Trains 3 and 4. We probably will also add something in the way of an open air car to go with this."

ONE OF THE MOST momentous days in my life, and one of the saddest, was August 8, 1975, when conductor Jim Wingo gave a highball at Asheville and I opened the throttle of a pair of freshly painted green-and gold-trimmed *Southern Crescent* E-8's, 6906 and 6903, for a round trip to Salisbury on the last Asheville-to-New York train.

The only survivor of a once proud fleet of Ps-4's that raced through the Southland now dominates the Railroad Hall of the Smithsonian Insitution's new Museum of History and Technology in Washington, D.C. To honor Thomas Wolfe, whose favorite month was October, I asked Howard Fogg to paint Ps-4, No. 1401, with an October background of the North Carolina mountains, as one of the illustrations for my book, which he did.

Thomas Clayton Wolfe's home, known as "Dixieland" in *Look Homeward, Angel,* is open to the public as a memorial at 48 Spruce Street in Asheville. Wolfe lies buried in the city's Riverside Cemetery overlooking the French Broad River. He wrote: "Somewhere beside the river in the dark, he hears the thunder of railed wheels, the tolling of the bell, a lonely and wonderful sound, as it recedes into a valley in the South."

Adapted from Frank Clodfelter's new book, *Fogg and Steam,* (Pruett Publishing Co.), reviewed in our *Mail Car* last month. Frank was personally acquainted with Thomas Wolfe, from whose novel, *The Web and the Rock,* published by Harper & Row, he quotes three excerpts. ●

Called "Great Northern Steam", this railroad scene portrayed in oil on a 20x24" canvas panel, is now in the private collection of Jack T. Jennelle. Jack lets Dianne take his collection of her train art to any show she desires. GN train location is in unspecified Big Sky country of Montana.

Dianne did a color-copy from a black and white photo called "The Depot" for Jimmy as a gift on their third wedding anniversary. It came as a complete surprise to him because she worked on the canvas secretly while he was away on military duty and presented it when he returned to their Great Falls Home.

Jimmy snapped this picture of Dianne recently studying some of her photographs while she was working on miniature railroad watercolors in her studio.

Dianne T. Rodwell Interesting Railfan Number 193

BY FREEMAN HUBBARD

ONLY TWO female railbuffs of my acquaintance are professional artists. One is Betty Tone Summers of New York City, a longtime friend with a particular yen for steam locomotives. You may remember her as the *Interesting Railfan* in our September '75 issue. The other gal is Dianne T. Rodwell, a devotee of old wooden-bodied cabooses and deserted depots. Dianne has sold some of her beautiful paintings, railroad or otherwise, to art lovers in every state of the Union except Alaska and Hawaii, the two newest and least-populated states. It's a great record for a gifted artist just barely 27.

"In picking themes to paint," she tells me, "I often use my collection of railroad photos, which run into thousands. I shot nearly all of them myself: trains, engines, depots, right-of-way scenes, cattle cars, track machines, and so on, but more cabooses than anything else."

Originally named Rena Dianne Tharrington, is a mechanic with some In-7th in 1952 in the rural town of Warrenton, N.C. Her father, Marvin R. Tharrington, was a mechanic with some Indian blood in his heritage. Her first home was a plain but serviceable cinder-block house built by her father, with help from her grandfather, Robert A. Tharrington, at one time a Seaboard Air Line carpenter, and Ed Riggan, a railfan who has clipped hundreds of train pictures from newspapers and magazines. Grandpa was quite a character. Seemed to be always whittling a stick. When Dianne was very young he made her a locomotive from spools.

As a little girl in pigtails, even with a scarcity of money in the family, she had her share of fun, excelled in foot-races, and was (still is) fond of animals. "But," she says, "I spent too much time trying to please others and suppressed a lot of my own feelings because I could not bring myself to talk openly with my parents."

While in the seventh and eighth grade of junior high school she was given private art lessons at $1 each week on Friday afternoons after school let out, thanks to the nearby Macon Women's Club. It was a big day when her Girl Scout leader, Mrs. J.B. Davis, paid her $10 for making a large oil painting of fruit and a bowl. That still life is hanging today in the kitchen of the Davis household.

Dianne had three railroading uncles, being gandy dancers who became section foremen: Elias H. Moore on the Atlantic Coast Line, killed in a yard accident in 1917 in Richmond, Va., and James O. Tharrington, who died in 1953, and the late William Bernie Spain, a greatuncle, a Norfolk & Western ticket agent.

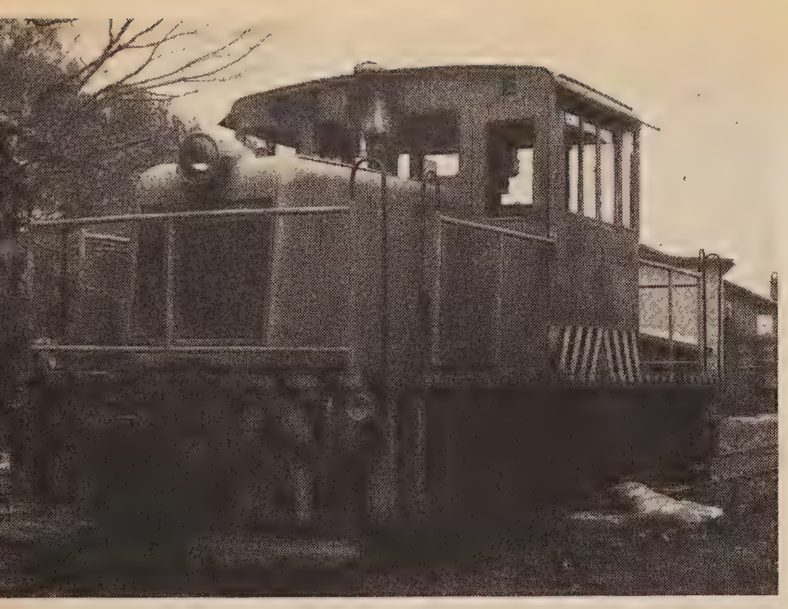
When she was 12, another uncle, Byrd, encouraged her to take art more seriously. He took the country girl into a hobby shop in a large city, Winston-Salem, N.C., the only one she had ever seen at that time, and made her happy by buying a fine lot of supplies for her drawing and painting. He also took her on the Tweetsie Railroad in the mountains at Boone, N.C., the first steam train she ever rode. This trip thrilled the girl so much that years later, when she got married, she revisited the Tweetsie with her husband on their honeymoon.

"One of my chores," Dianne recalls, "was to help keep the woodbox filled in cold weather for the heaters in our living room and kitchen. Dad had a pack of hunting dogs, 15 at one time, often went hunting, and we ate squirrel and rabbit meat.

"Aunt Ethel, the daughter of Uncle Elias, lived up the road a piece. She would drive us to a small Methodist Sunday school and church at Macon, two miles away, which had a depot and tracks running down the main street past the church. I can still feel the excitement I felt while playing with a girl friend named Jean on the right-of-way and we heard a train coming. It was always the caboose I watched for most eagerly. I love those sun-blistered old waycars which were 'home, sweet home' for crews on the road—but especially since I read a book called *The Railroad Caboose* that you and Bill Knapke wrote, and studied its pictures."

IN THE AFTERGLOW of an early summer evening when Dianne and Jean were walking the rails near the Macon depot, balancing themselves as kids will do, and listening to the plaintive notes of a whip-poor-will from a lobolly pine tree, they heard in the distance the air-horn of a diesel locomotive. The train was not yet in sight. Just then Jean's foot slipped down between the rails leading into a sidetrack. She couldn't pull it out, even with Dianne's help. Both girls were struggling frantically when, to their terror, the train swung into view, its headlight blazing and its roar almost deafening. Finally, at what seemed like the last moment, Jean freed her foot, leaving a tennis shoe between the rails; and both girls scrambled up the steps onto the embankment, scared and breathless. After the train had passed, Jean recovered her shoe.

During Dianne's last two years of high school she earned money by driv-



When Dianne visited her North Carolina home in 1977 (left) she took a photo of Warrenton R.R. No. 6, one of the two GE-built locos running on Walter Martin's railroad. (Right) This Montana Western caboose rests on supports not far from railroad yards at Havre, Mont., June 23, 1976.

ing a school bus and, as a true railfan, was very careful at grade crossings. She'd stop on the near side of the track in Macon, wait while one of the pupils got out, looked up and down, and gave a clear signal, before proceeding.

Inevitably, "Love came walking down the king's highway." A fellow named James R. Rodwell, born in Warrenton exactly two years and two days before Dianne, had been growing up in a house with the Seaboard Air line almost in his front yard. He had a railroader in his family tree. His Uncle Stephen was once an engineer on the Warrenton Railroad, bringing its engine to and from Warrenton Plains over the three-mile track that connected with the Seaboard.

One April day in 1969, when Dianne was a junior in high school and he was studying forestry at a college in Goldsboro, N.C., and the cookoos were callin', the two of them met for the first time on a blind date.

Jimmy had been a football player. Blue-eyed, dark-haired, and olive-complexioned, with high cheekbones, he was tall, handsome, and rugged, with the kind of short stubby fingers that could make a forward pass on the ten-yard line or hold a girl's hand with perfect bliss. "His sex appeal," Dianne says shyly, "is outstanding."

Her pretty face, hazel, eyes, soft Southern drawl, and ease of conversation captivated the young forestry student. Romance blossomed like a magnolia tree. The couple became engaged with a diamond ring that December, and on the following July first they said, "I do," in the bride's church.

"Mamma made my wedding gown," Dianne recalls, "but I borrowed a veil from a girl friend and we rented flowers for the occasion."

For their first six months of wedded life they dwelt in Warren Plains, N.C., in a big house on the Seaboard Coast Line, and the bride immersed herself in rail atmosphere. Jimmy's grandfather had been the depot agent there, just across the tracks.

At that time she did not dream of earning a livelihood with her art. That would come later. Her very first painting, at age ten, had been a railroad subject, a juvenile paint-by-number copy of famous canvas by George Innes entitled "Lackawanna Valley" (1854). Her next railroad creation, long afterward, was an acrylic design that included a steam locomotive, made in the College of Great Falls, Mont., in 1972.

THE FOLLOWING YEAR she painted a railroad picture as a wedding anniversary gift for Jimmy. He had been drafted into military service and they were living in a trailer at an Air Force Base in Great Falls, Montana. The subject she did for Jimmy was a 16x20" color-copy of a small black-and-white photo of a railway station she had made. She worked on the canvas secretly while he was away on military duty and surprised him with the finished painting, which she called "The Depot," on their anniversary date.

To eke out the slender family income, Dianne took a job as waitress in a Pizza Hut in Great Falls, meanwhile perfecting her technique by attending art classes. Later, she worked as an instructor and then manager in an Elaine Powers Figure Salon, having the kind of face, shape, and graceful carriage that qualified her. But she quit that job to raise a family; and on July 3, 1974, the first of her two babies was born, a son named Robby. The other youngster, named for her mother, came along on November 6, 1976.

But our *Interesting Railfan* kept on painting. Each year she entered a few pictures in the Montana State Fair art show and was rewarded with several prize ribbons. One of her entries was "The Depot," which she had given Jimmy. That same painting also won second place at an international exhibit in Sacramento sponsored by the Air Force in 1974.

Emboldened by success, she began taking orders from private parties—various subjects, including portraits to be copied as large paintings from photographs. By now, her career was well on its way. Entering AFB competitions, she almost invariably won first-place ribbons, at the same time improving her skill with watercolors as well as oils. It was a big day when she sold a landscape watercolor in the AFB Arts and Crafts Building in Great Falls.

In 1975 Dianne took part in an art show sponsored by the Montana League of Professional Women Artists (a group she joined, on invitation, two years later), selling, to her intense joy, four of the five railroad paintings she entered, in addition to others. But always the subjects she enjoyed most were railroad subjects.

"People began to recognize my work and look for my trains and cabooses," Dianne tells me, "Such subjects of mine sold first and were most talked about. In 1974, when the Montana State Fair paid me $200 for a painting entitled 'Our Daily Rendezvous,' I used the money to buy a Yashika 35mm camera so I could take better railroad photos. I had painted it as a wedding anniversary gift for Jimmy, which disturbed me somewhat, but after much discussion we decided to sell.

"My railroading interest centers around the old hacks and the lives of men connected with them, the way the

Warrenton Railroad's GE No. 7 (left), sister to engine No. 6, is decorated in Bicentennial colors as No. 193 snapped a broadside in 1977. (Right) The weather was cold, but the sun was bright as Dianne's trusty camera caught Milwaukee hack 991946 in Great Falls, Mont., yard in January, 1977.

crews lived and worked and slept in the caboose, cooked and ate their meals, played poker, argued, reminisced, and so on. Locomotives, especially steamers, intrigue me with their strength, beauty, and noise. So do old deserted depots and the railroad towns that once prospered but are now empty. Past phases of American heritage cannot be relived except in the memory of oldtimers, in pictures, books, railroadiana, and magazine articles. To do my railroad paintings I am aided by photos; but paintings, as I see them, transcending the all-too-common tightness of the camera image."

DIANNE RODWELL is five feet four inches tall. Her weight is well proportioned but varies from 126 at 136 pounds, depending upon the season and the amount of outdoor work she does. To keep fit, she is physically active at chores inside and outside her home, especially in summer. In addition, she does frequent setting-up exercises, leg-raising even while she is cooking, knee bends, jumping rope, etc. These routines she learned while working for the Elaine Powers Figure Salon. She also plays badminton and volleyball and occasionally goes swimming or takes bike rides with Jimmy.

"I began smoking in 1969 while dating, because Jimmy smoked," she says, "but when I first became pregnant I gave up cigarettes completely, for both an easier pregnancy and my baby's health, and I haven't smoked since. In fact, I hate the sight and stink of butts in an ash tray. At one time I had a terrible sweet tooth, but recently learned to control it. Jimmy and I grow vegetables in our own garden. I serve most of them fresh and can or freeze the rest. We also have a sizeable strawberry patch. Naturally, being a North Carolinian, I dote on Southern cookery, but also enjoy wheat germ, which is good for you, and I never drink more than one cup of coffee a day."

Jimmy has a managerial job with the Air Force. When his tour of duty is completed, he and Dianne plan to move back to North Carolina, when he will return to forestry work or possibly devote his time to promoting his wife's art career. Both of them would like to get back to country living. Dianne works in various media, including alkyds, acrylics, pencil, and pen and ink, but especially watercolor and oil. She is now established as one of Montana's leading artists. Each year she attends as many as 20 exhibitions and would like to go to 30 or more.

"Nowadays," she says, "I have to paint at night, when our two children are asleep. When I don't paint I become irritable, restless, and unable to sleep. Jimmy's work varies between day and night shifts, three in a row. When he works nights I stay up till 4 or 5 in the morning, then take a nap while the children do. Jimmy helps me as much as his schedule allows. I chase trains in our off time and plan vacations around photographic exhibitions to help me in railroad art. Whenever we go back to

Dianne, Jimmy, and their pet cat Bougie in trailer at Great Falls make happy scene as self-timer helps to record future album space in summer of 1974.

Denver & Rio Grande Western's Silverton engine No. 476, called "Black Beauty", painted in oil on 15x30" canvas panel resting in artist's private collection.

visit our old home in North Carolina we make side trips to get photos."

The Rodwells have a nice collection of railroad books, which they add to on such occasions as birthdays, Christmas, anniversaries, or just plain can't wait for a special occasion. They also subscribe to *Railroad Magazine* and other fan publications; some they buy at book stores. In addition, Dianne has more than 200 books in her art library, also encyclopedias, and books on wildlife, evolution, and history, and subscribes to so many non-rail as well as rail magazines that she can't keep up with them. For relaxation, she enjoys reading ghost stories, other fiction, and some poetry.

"My studio is my pride and joy, my retreat and haven," she states. "It houses my art desk, bookshelves, tables for cutting matboard and framing paintings, all my art supplies, magazines, files for art show information, and a closet for glass, photos, and expensive frames. The walls are covered with pegboard so the frames and equipment hang neatly organized. Also, I have a desk for correspondence supplies and a black-and-white TV set. I don't watch TV; my back is turned to it while I work, but its sounds keep me company while Jimmy is away. I am happiest when I can paint railroad scenes without interruption.

"I could paint for the next eight years for orders that are backlogged right now. I seldom do orders except in winter, and even then only for subjects I enjoy painting. My real problem is time, not money. I just can't spare the time away from my beloved watercolor railroad art in the summer. My schedule is overcrowded."

Among her other special interests are archeology, predestination, and reincarnation. "It is barely possible," she says, "that in an earlier life on earth I lived in ancient Egypt, but I don't know when or how." In her present incarnation, Dianne Rodwell is living at 437 22nd Avenue, N.E., Great Falls, Mont. 59404.

Wheeling the Hotshots

An E.S. Dellinger Classic

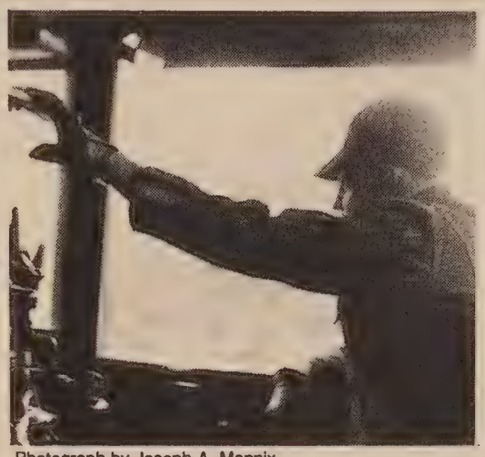
MAYBE YOU'VE HEARD of the Gulf & Paducah. Some years back it had quite a reputation as a road where promotions came fast—or generally not at all. There were few gray-haired home guards around, especially on the River & Hill Division; if a man refused to take a chance, he'd be let out for delaying the manifest.

Rules were seldom allowed to infringe on a man's right to make decisions for himself, on his determination to keep freight rolling swiftly from the wet sands of the Gulf of Mexico on to Central City, 600 miles north in the heart of the corn belt.

Perhaps the brass collars knew what they were doing. The G&P was as bare of branches as a palm tree; and, like many another railroad, it got most of its revenue from redball freight. Heading north, the cars were loaded with fresh vegetables, bananas and other tropical fruits; southbound, reefers of fresh meat and perishables were coupled to long cuts of stock cars. Officials wanted this through traffic moved on near-passenger schedules, and the engineers and trainmen gloried in doing just that.

Runners would make up time scorching the ballast with heavy banana trains on tracks hardly safe for a pushcar. Conductors called for short-time meets, and flagmen passed signals from the rear platform of waycars. Not all their plans could succeed. Too many young hoggers and firemen did not live long enough to be fired, or even to take part in investigations. When the inevitable accident happened along the River & Hill Division—where for 86 miles north of Wasson the longest tangent was barely half a mile and curves up to six degrees were blasted through the flint hills—it was usually fatal.

"Speedy" MacElroy was an exception. The bantam throttle-jerker had gone firing at age 14, just three days after his father had rammed the *Flying Bee* into the rear end of a G&P freight stopped on the mainline to cool a hotbox. Now, ten years later, young MacElroy was engineer on this crack passenger run, and he had the firm step and soft voice of a man sure of himself. Speedy had come through a head-on collision and three derailments without injury to himself or a blot to his record. Officials knew him as a smart runner.



Photograph by Joseph A. Mannix

Yet Speedy wondered how long his luck could last. Or how long it would be until the G&P went broke because shippers preferred to route their freight via a road with a better safety record. Something had to happen: it was only a question of how soon. The Interstate Commerce Commission itself had threatened to throw the book at them if conditions weren't improved. And what had been done to improve matters? Nothing!

IF IT WEREN'T for the fact that he had bought a comfortable house in Wasson, Speedy thought he'd quit and move on. He had Mary and a two-year-old son to think of as well as himself. He didn't want a repetition of his father's tragedy or his mother's loneliness.

Besides, he knew every kink and hollow on the River & Hill Division; he knew every engine, how to pat her on the back or beat hell out of her to make time. Where else on this side of the Big Rock Candy Mountain would railroading be like that?

One rainy and cold mid-January afternoon he had been restless all morning. At length he could stand it no longer. Pulling on a heavy old coat, he wandered down to the terminal to see what was on the boards.

Outside he met a cheerless day, with a blanket of smog. The storm had eased somewhat when he reached the yard office. There he found other hoggers, arguing over delays. Speedy studied the lineup, his chief interest being of course the *Flying Bee*. Since last fall he had been regular engineer on the G&P crack passenger, with right over everything. Yet today she was running hours behind scheduled time.

Several hundred miles south, Speedy was told, a banana train in front of her had encountered trouble and laid her out. When the dispatcher ran her around the drag, she raced northward to make up lost time. She was expected in at 6:50 that night, which would put her out of Wasson about an hour and 20 minutes late, while the line in front of her was thick with freighters.

Speedy turned back to the board to see what would work against his fight to bring her to Ashfield, just 136 miles north, right on the advertised. A hotshot merchandise was pulling out of the yards then, but barring trouble, it should roll into Ashfield so far ahead of him that the crew on the *Flying Bee* would never smell its smoke. A drag of empties was called for 2:10. With the fast passenger scorching the ballast, this slow freight would head into a siding to let him by. Directly in front of him was a banana train, marked up for departure at 5:30. That would place it for a meet about the middle of the division, unless its hogger got too ambitious.

"Scotty, who's called for the banana train?" asked Speedy, after elbowing his way up to the crew caller. The answer was, "Edwards and Sanderson."

YOUNG MacELROY couldn't help remembering. Why should these memories force themselves upon him now? It was ten years since that accident; ten years since Bill MacElroy, his father, had rammed No. 5 into the rear end of a freight skippered by "Blackie" Sanderson. That was over long ago . . . and done with.

Speedy never believed what Sanderson and his brakeman, "Grumpy" Herrick, had claimed: that Bill had slept through the explosion of torpedoes, ignored their fusees, and run through the flag. Not one of the dead engineer's friends fell for this line either; they thought it far more likely that Blackie had been snoozing off a drunk in his crummy, while Herrick short-flagged from the caboose platform. Neither MacElroy nor his fireman had lived to give their version of the accident. So they had to take the blame.

At 5:10 the callboy rang for Speedy. The *Flying Bee* was stepping through the dew at a pace that should put her into Wasson at 6:50. The engineer

Trouble Lay in Wait for the Banana Train, on Which the Conductor was Dozing in a Drunken Stupor and His Head Brakeman Was Incompetent

signed the register and turned swiftly back into the house. Within an hour he had downed his supper, packed his battered grip, and was strutting across the muddy street to the roundhouse.

Before Speedy rolled his Pacific out of the roundhouse, he checked her lubricator, coal, and water. He went over her running gear with his wrench and long-necked oil can. Eighteen minutes before leaving time, he backed her into the spur just north of the depot. While the *Flying Bee* was still miles out in the country, the conductor brought the orders. Speedy read them carefully.

"Engine No. 604 will run as No. 6 one hour late Wasson to Gravesend, fifty minutes late Gravesend to Dripping Springs, and forty minutes late from there to Ashfield. Reduce speed to forty miles an hour over Spring River bridge, to thirty miles an hour on the sharp curves south of Galton. Wait at Murdock until 7:42 for No. 5, Engine 609."

HIS TRAIN was light. It consisted of a combination car, a chair car, and three sleepers—five cars in all—and the engine was rated to handle ten. She picked up speed rapidly. A thousand feet from the station platform, she was clicking off rails at 40 miles an hour. When Speedy went by the milepost, he had stepped her up close to 60 per. Once clear of the town and the slight grade leading out of it, the speedometer was fixed on the mark.

The *Flying Bee* was the hottest hotshot out of Dixie. Studying his watch and run-late order, Speedy knew he was expected to make up 40 minutes between Wasson and Ashfield, 136 miles north. As a matter of fact, his schedule was even tighter. Because No. 6 had been four minutes later in getting out of Wasson than the dispatcher had foreseen, he'd have to pick up 44 minutes.

Running time for the *Flying Bee* was three hours and two minutes. Forty-four minutes sliced off that left 138 minutes, which meant slightly less than a mile in one. Not fast for modern streamlined trains on straight and level track, but plenty fast for the winding steel of the River & Hill through a night thick with fog, over track wet with cold rain.

The wording of his order permitted him to make up 24 minutes on the 44 miles from Wasson to Gravesend. That, of course, was too much. It would require an average speed of just under 70 with spurts of running almost 80 and he had no intention of risking the lives of his passengers. Speeding up on the short tangents and slowing for sharper curves, he did manage an average just a shade under 60, so he had made up 17 minutes by the time he reached Gravesend.

With Gravesend behind him, MacElroy's next specific check point was Murdock. His run-late put him through there at 7:35, but he held another order requiring him to wait there until 7:45 for No. 5. Speedy held his watch in his hand as he whistled for Murdock. It was 7:47, his wait order had expired two minutes ago. The engineer dropped the watch back into his pocket, thrust his head far out into the gray fog which had settled over the valley, and went racing through.

The Hogger's Last Words

A poor hogger he lay dying
At the end of a bright summer day;
His comrades had gathered beside him
To carry his fragments away.

His engine was piled on his wishbone,
His injectors wrapped 'round his head;
He wore a stay-bolt on each elbow;
It was plain he would shortly be dead.

He spit up a valve and a gasket
As he stirred in a dump where he lay,
And to the surprise of his comrades
These brave parting words he did say:

"Take the piston rods out of my stomach;
Take a drawbar offa my neck;
Extract from my liver a drive-wheel;
There are many good parts of this wreck!

"Take a boiler flue out of my larynx;
Take the cylinders out of my brain;
Remove from my kidneys the crownsheet,
And assemble the engine again!"

—From Geo. S. Polley

Dripping Springs, 36 miles farther on, was his next landmark. He was due there at 8:05, and due out at 8:15. If he made it through by 8:20, he would still have fifteen minutes to make up on the 48 miles from there to Ashfield. That would be easy, however. Once he had cleared Spring River Hill, he'd be out of the curves and onto the racetrack of the division.

The hogger kept tab on the freight trains he passed coming north. Already he had met two drags of empty reefers heading south. He raced by a string of empty boxcars which had left Wasson early that afternoon. He met a southbound merchandise train. All these were safe in the clear, with headlights dimmed and markers flaming green.

Yet so far Speedy had found no sign of the banana train which Sanderson had brought out an hour and 20 minutes ahead of him. Of course, he hadn't expected to pass that drag until he was almost into Ashfield—if he passed it even there. This was powered by the same class engine he was running: its tonnage was more than his, still far below the engine's rating.

"Kewpie" Edwards would make as fast time with the fruit as he was making with the varnish on the level and descending grades; Kewpie might make even faster. The only situation in which he would gain on Edwards was in climbing the short, sharp grades out of the narrow valleys.

SANDERSON's banana train had scorched the ballast leaving Wasson. Its record, however, was due in no way to interest taken in her progress by the conductor. Sanderson had spent his layover in Wasson playing poker, and had picked up a cold. And when he had a cold, he always carried a plentiful supply of whiskey, a forbidden remedy, in his locker.

His office work finished, the skipper had taken numerous doses of red-eye. Then, climbing into the cupola, he covered himself with a Pullman blanket and lay down to repair his broken rest. This left Grumpy Herrick to look after the train, a responsibility which the G&P deemed far above his natural talents.

Herrick had lost his conductor's rights because he was considered incapable of handling train orders. Even so, he was in charge of the whole job on the rear end for the banana extra that night. He had signed the orders in Wasson—in strict violation of rules—and had delivered them to the engineer. After reading them, Kewpie had remarked, "We'll go into Ashfield ahead of the *Flyin' Bee* unless the delayer ties us down in a blind sidin'."

The dispatcher had definitely not tied him down. For 70 miles, it had appeared as if Edwards would make good his boast. By wheeling his train into the sags with his throttle out and his brakes off, by running them up the opposing grades, he had made almost passenger time. He had left Wasson 80 minutes ahead of the *Flying Bee.* At Gravesend, he was 62 minutes ahead of her. He had pulled through a passing track north of Gravesend to meet No. 5, and when he turned down Flint Creek Hill, the hotshot was still 48 minutes to his rear.

But the race ended there. Reefer journals were not being built to roll at 80

miles an hour then, and one box was running hot. Herrick, shuttling between the cupola and the rear platform, had detected the stink shortly after they pulled away from their meet with No. Five; but hoping it might run, he had not stopped then to cool it. That box, however, was too hot to run. Halfway down Flint Creek Hill, the journal packing caught fire.

Herrick eyed it from the cupola, while Kewpie Edwards watched it from the cab. The light would flare up for a minute, die down, then flare up again; each time the flame seemed to grow more brilliant.

No engineer, regardless of what kind of train he has or how eager he is to go places, dares risk burning off a journal. It was one thing that not even a head-end crew on the G&P did twice. So Edwards whistled out a flag when he blasted for Flint Creek. Still 48 minutes ahead of the *Flying Bee's* run-late time, he pulled down by the depot and brought the banana extra to a stop on the mainline.

As usual, Herrick made no attempt to flag as the rules required. He did throw off a red fusee when Kewpie whistled him out, but could see no need for flagging there. The only train which could possibly overtake him was the *Flying Bee,* and she was nearly an hour behind him.

It was still raining, a cold, thin drizzle. Herrick pulled on his sheepskin coat and stepped down from the platform. The telegraph office was ten carlengths ahead, its order board red. Leaving Sanderson asleep in the cupola, he walked down to see what orders the operator was holding for them.

Harry Watson, the Flint Creek operator, was a shrewd farm lad. While he had not been railroading long, he was trying to learn the game the right way. When the brakeman entered, Harry was sitting at his table with a clip of green sheets and a clip of white ones laid out in front of him.

"What have you got for us?" Herrick asked gruffly.

Men on the G&P wore no badges. For all the operator knew, Herrick might have been a bum. "Are you the conductor?" he asked.

"I look after the orders," Herrick parried.

"Okay, I've got a 19 and a 31." The young man shoved two order slips toward the brakeman.

Herrick picked up the green one and read it first. "Number 1, Engine 603, wait at Dripping Springs until 8:15 for Extra 608." The white flimsy read: "Banana extra north Engine 608 wait at Dripping Springs until 8:15 for Number 51, Engine 684."

WHEN HERRICK inquired about the progress of the *Flying Bee,* the brass pounder told him Gravesend had put her by at 7:36. The shack studied his timecard. She was carded through Gravesend at 6:26 which made her, according to Herrick's calculations, an hour and ten minutes late through Gravesend.

Ignoring the fact that MacElroy was making time, Herrick checked the *Bee's* time at Flint Creek and found it to be 7:14. Adding an hour and ten minutes to that, he figured she'd come through this point at 8:24.

The brakeman suffered no qualms of conscience as he signed Sanderson's name to the 31 order. Watson tore off two copies of this and the 19 order and handed them over with their clearance. Herrick stuffed one set into his overall pocket without folding it; the other set he carried to the head end for the hogger.

The hotbox on the banana extra was three cars behind the engine. Already the head shack had pulled its packing and was cooling the journal with water drawn from the engine tank. Kewpie Edwards had come back to help. Herrick handed him the orders. Edwards read them both.

"Looks to me," he said, "they want this train of pawpaws to go to Dripping Springs to meet one streak of varnish and let the other by them."

"That's the way I figger it too."

"Reckon we can go?"

Herrick fingered his watch. It was 7:38 and they were still not ready to move. Had he been able to use a watch, a train order, and a timetable properly, he would have seen they hadn't time to do anything but clear the mainline to let the hotshot by.

On the card the *Flying Bee* was due out of Flint Creek at 7:14; running 50 minutes late, she was due out of there at 8:04. But then Herrick didn't see matters this way.

"Sure we can make it," he said blithely, "if you guys don't fool around all night with this hotbox."

POCKETING HIS WATCH and card, Herrick struck out for the rear end. Meanwhile the head man had packed the box and signalled out. The engineer started to call in his

flag, but Herrick cut him off with a highball.

It was now 7:40. Rightly figured, the *Flying Bee* was due in 24 minutes. As Edwards eased out on the throttle he had no notion of the slim margin of time between these two trains, yet he felt uneasy. The hogger couldn't put his finger on what was wrong, but the insecurity threw him off his pace.

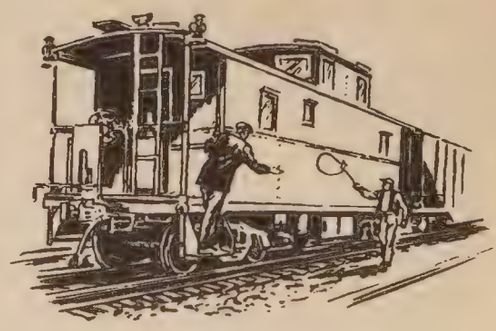
Edwards was never at his best in a tight fix. Speedy MacElroy, whose fireman he had been for two years before his promotion, had long before recognized his young partner's weakness and helped him over several rough places. This time, however, he could not call upon assistance—not with Sanderson drunk and his careless brakeman in charge.

One idea fixed itself in Kewpie's mind: the dispatcher, he was certain, must expect him to go to Dripping Springs ahead of the *Flying Bee.* If not, then why had he put out two orders giving him until 8:15 to make that point for No. 1, and requiring him to wait there until 8:15 for the southbound merchandise?

In a way, the engineer was right. The dispatcher did intend to speed the extra over the line, but on one condition: that he do so without laying out the *Flying Bee.*

Edwards made his first mistake when he overlooked this. His second was taking Herrick's erroneous reckoning on the time No. 6 would be due in Flint Creek. He didn't check the run-late against the timecard until he was too far up the hill to back into the passing track and stay there.

Having made these two errors, the third was easy. He knew that when he came through Flint Creek running a



mile in 45 seconds, he could take a banana train over the hill and into Dripping Springs in 20 minutes. What he failed to take into account was that to start a long drag at Flint Creek and pull it up the hill would require an added 12 minutes, maybe more on a wet rail.

KEWPIE WENT TEARING out of town like the devil was after him. He crossed the bridge and attacked the hill at 30 miles an hour. The first steep grade cut his speed to 15. As he bogged down on the hill, Edwards began checking his orders. Only then did he realize his brakeman's mistake, that No. 6 was due out of Flint Creek on her run-late 20 minutes earlier than Herrick had figured her. Unless Speedy MacElroy was falling down with the *Bee,* he'd be blaring through Flint Creek and on the hill before he himself was halfway over it.

Edwards lost his head and began fighting the grade. His drivers were slipping on the wet rail, and his speed falling off to ten miles an hour, to eight. In panic he whistled for Herrick to go back and protect the train.

The hind brakeman heard the call. By this time, Herrick also knew he had made a mistake in his reckoning, but was still too befuddled to get it straight. When he tried to waken Sanderson, he lost precious minutes. Too much cold cure had so benumbed the skipper's senses that he couldn't understand what his hind brakeman was trying to tell him.

The banana extra made slow progress up the grade. No. 6 was almost due out of Flint Creek. Herrick went to the rear platform and threw off a red fusee. It would burn for ten minutes. The *Flying Bee* might come before it went out; but if not, if she happened to be several minutes off her run-late time, then they might be over the hill and into Dripping Springs ahead of her. There was still hope.

By now No. 6 was leaving Flint Creek. Perhaps, thought the brakeman, he ought to drop off and flag her. Yet as he argued the point with himself, Herrick knew he couldn't. For if he stopped the *Flying Bee,* or even slowed her with a fusee, the whole freight crew would be taken out of service. So he gambled on the chance that Speedy might not be able to make the time allowed him, left his fusees in the rack, and prayed the banana extra might go into Dripping Springs without getting caught.

Yet as the engine topped the hard pull and nosed into the deep cut, Herrick decided to give the sleeping conductor one more call. He re-entered the caboose, and instead of leaving the rear door open so he could hear a train coming up behind him, he closed it to keep out the cold wind.

Sanderson was still hard to wake. By the time Herrick had shaken him into a semblance of consciousness, their train was over the hard pull and picking up speed as it ran through a winding cut to the short descent into Dripping Springs.

While Herrick was trying to drive into the conductor's befuddled brain the fact that they were out on the hill on the time of the *Flying Bee,* he heard the four sharp blasts of a crossing whistle. His hands fell from Sanderson's shoulders and he stood stiff, listening. He thought the sound had come from the rear, but he wasn't sure. Dashing to the door, he jerked it open.

Behind him, through the fog and mist, he could see a headlight's glow against the low-hung sky. Instead of leaping off then with a burning fusee, he turned back into the caboose to warn the conductor. By the time he reached the door again, No. 6 was in the cut. The *Flying Bee* was rushing straight toward the waycar with whistle screaming and fire flying from her wheels!

MacELROY had already come through Flint Creek and made the hill in good shape. He was doing at least 45 miles an hour when his engine ran into the cut whose walls stood higher than his smokestack. The fireman stood in the deck baling coal.

When the *Pacific* had her nose halfway through the cut, Speedy looked out from the left. The track was clear. He did not cross the deck again, for just then the fireman straightened his tired back and stuck his scoop in the tank. Speedy called to him to check the track on the other side. Yet before the fireman had a chance to adjust his eyes to the darkness, the hogger saw a red mist ahead growing brighter every second!

He knew it was close. With one movement he wiped the clock and shut his throttle. A second later he saw crimson markers dead ahead. Below them were two dim twinkling stars of white—lanterns held by men scurrying for safety. There was no fusee, no stop sign. The men on the caboose ahead hit the ballast, one on the right, the other on the left.

At 30 miles an hour, engine 604 stuck her nose into the wooden waycar rolling 15. Not all the brakes Westinghouse ever made in his Pittsburgh factory could have stopped her in the distance she had to run. The caboose climbed up on the pilot and splintered the headlight glass. Smoke and steam poured out of the broken box and pipes, filling the cab. Speedy whistled out a flag and climbed down off his engine.

Sanderson had loped off on the left side. When he came around the wreck he was limping. Herrick didn't show up right away; he kept out of sight for at least ten minutes.

Speedy's anger showed itself to Sanderson in the cold fury of his single question: what the hell was the conductor doing out on the mainline without a flag? Sanderson merely grunted, offering no alibi. He didn't ask what MacElroy was doing there; he didn't say anything.

Several minutes later Herrick showed up. Then the two conductors, the two engineers, and their helpers took inventory of the damage. The caboose was demolished. Two reefers ahead had been broken open and the cut was full of green bananas. The front end of engine 604 was caved in, her drivers all on the ground. Yet though the passengers had been scared and shaken, none had been seriously injured.

Herrick and Sanderson cut off the cars which had not been derailed from the extra and took them into Dripping Springs. MacElroy killed the fire in the Pacific. The dispatcher sent the engine from a freight drag following them to haul their rear end back into Flint Creek. Eventually the wrecker came out to clear the smash. The men went home.

INVESTIGATION of an accident of this type was usually conducted at once. Officials would fire the guilty and let the rest of the boys go on working. In this case, however, there was a delay. Superintendent Brown was out of town and the affair was too hot for his subordinates to handle. So both crews were taken out of service, awaiting the results of an inquiry.

MacElroy didn't worry. As he saw it, there was nothing to worry him. Sure, he had ridden a good engine into a wreck, and the big hook had to disentangle her from it and send her to the shop. Yes, she had torn up a freight caboose, too, and filled a cut full of bananas. But what of it? No one had been killed or even badly hurt.

As for his being in danger of having responsibility fixed upon him, he never gave it a thought. Of course he had shaded the timecard speed limit by a few miles an hour; but he had certainly not been exceeding it when the accident occurred, and with the *Flying Bee* late, no one would censure him for making time.

From his angle, it looked like a plain case of a freight crew trying to make a meet which they knew was impossible and failing to put out a flag when they ran out of time. He had no doubt that full responsibility would be fixed upon Sanderson and his crew.

But Speedy MacElroy was startled by the turn of events. Unfortunately, he had two strikes against him before he entered the investigation: his father's tragic death and the appalling frequency with which accidents occurred on the G&P.

An investigation for the ICC hurried to Wasson to pry into the wreck. He was in town when Superintendent Brown re-

turned to hold the official investigation. This was conducted by Brown, aided by his second district transmitter and the chief dispatcher. Present, also, was the Commission's investigator—at his own request.

The men involved were called in separately. When the nature of the charge against each trainman had been explained, he was permitted to defend himself and required to answer questions. Sanderson was first up. He was followed by his engineer, his two brakeman, and the fireman.

MacELROY did not know what kind of story they had told, until he himself was called to the stand. The superintendent asked him for an oral statement of the conditions under which the accident had occurred. Speedy gave them the conditions in detail just as he had entered them in his written report.

Then Brown asked quietly, "You say both the conductor and the brakeman were on the rear platform of the caboose when you first saw it?"

"Yes, sir." Speedy nodded. "At least, I assumed it was them. I saw two white lights there just before my headlight picked them up. A few seconds afterward, they jumped and let the engine go by."

"Could you positively identify them as Mr. Sanderson and Mr. Herrick?"

"N-o-oo. I guess not. Things were happening pretty fast right then."

The officials whispered among themselves, glancing at Sanderson and Herrick, who were in the office.

"Did you pass a red fusee burning at the north end of Flint Creek Bridge?" the super queried.

"No, sir, I didn't."

Speedy reckoned that if a fusee had been thrown off there it would have burned out before he came through.

"Did you pass a yellow fusee burning at or near Milepost 568, halfway up the hill?"

MacElroy saw now where the questions were leading. This angered him. "No, sir, I sure didn't. There was no fusee of any kind burning on the hill that night."

"You could not have dozed off or been busy inside your cab and run one, could you?" the examiner persisted.

"Certainly not." Speedy said hotly. "A man doesn't sleep in a cab when he is trying to make up 40 minutes on the schedule of the *Flying Bee.* I never took my eye off the track except to check my gages, because I had a hunch that this pair would be stopped on the mainline somewhere ahead of me."

There was a brief silence. "Are you certain you didn't explode a torpedo on the rail about two thousand feet back of the point where you struck this banana train?"

"I never exploded a torpedo anywhere, because there was none exploded. The first time I *knew* a train was ahead of me was when I came around the curve and saw that pair of tail lights staring me in the face."

AGAIN THE OFFICIALS conferred in whispers. The superintendent excused MacElroy. Speedy moved uneasily into a chair beside his Brotherhood representative, glad to escape the relentless probing for a moment. It would take time to reconcile himself to this sudden change. Instead of being the accuser, as matters were evolving his role was that of the accused.

But the questions went on. Next on the stand was Harry Watson, the second-trick operator from Flint Creek. Evidently this youngster had been more talkative than the seasoned train crew. For a time it appeared as if through him, the brass collars might be able to break down the alibi of Herrick and Sanderson. Speedy's hopes revived: perhaps this kid could blast the lie told about his father, as well as free Speedy himself from blame now.

Superintendent Brown got to the point. "Where were you working on the night of January 17th?"

"Second trick at Flint Creek, sir."

"Do you recall a freight train stopping on the mainline between 7 and 8 p.m.?"

"Yes, sir. Extra 608 stopped there at about 7:16."

"How long did this train remain in Flint Creek?"

"I put it out of there at 7:41."

"Then it was stopped there for about 25 minutes. Right?"

"That's right, sir."

"Do you know why it stopped?"

"I had orders, for one thing," Watson replied. "Then there was a hotbox on a car down toward the head end."

"You say it left there at 7:41?"

The boy nodded anxiously. "That's when the caboose went by the office."

Officials consulted a tissue sheet, the copy of the run-late which Speedy had carried out of Wasson on his last trip. Though each one knew the details by heart, they compared it with the division timecard. Speedy knew they were reckoning the banana train had left there 24 minutes before he had been due with the *Flying Bee.*

THE ORDER and timecard disappeared. The superintendent resumed, but changed his line of questioning. "Did you see conductor Sanderson at the time his train was stopped there?"

"No, sir, I didn't."

"Didn't you have a 31 order requiring his signature?"

"Yes, I did."

"Did he sign it?"

"No, sir, his hind brakeman signed it for him."

"Weren't you aware that a brakeman is not permitted to sign his conductor's name to an order?"

"Yes, sir. I knew that."

"Then why did you let him sign it?"

"I didn't know either him or the conductor, so when he came in to ask what I had on the board for them, I asked him if he was the skipper."

"What did he reply?"

"He said he was signing the orders, so I took it for granted he was the conductor and let him sign it."

The room was hushed as Brown turned slowly toward the brakeman. Herrick was intently studying a G&P wall map. The official eyed him a moment before continuing his acquisition.

"What did Mr. Herrick do after signing the order?"

"He took it and the 19 and walked down toward the engine."

"Did he come by the office later?"

"Yes, he came back by in five or ten minutes."

"Was anyone flagging for him while he was gone? Or was a fusee burning behind his caboose?"

Responsibility for the
Wreck Rested With the Crew of the Extra Freight,
Because of Which they Were Subject to Dismissal,
but Was the Engineer of the *Flying Bee*
Likewise Responsible?

"Not that I saw, sir."

"After Mr. Herrick returned to his caboose did he go back to flag them?"

"No, sir. He stood on the station platform beside it waiting. When the engineer whistled in the flag, he gave a highball and got on the car."

"Then the train stood on the mainline at Flint Creek for 24 minutes with no flag protection whatever?"

"Yes sir. It looked so to me."

THE SUPERINTENDENT excused the operator and focused his attention on the brakeman. "Mr. Herrick," he demanded sternly, "you heard this operator's testimony?"

"Yes, I did."

"Do you have anything to add to it or wish to contradict any of his statements?"

"I reckon not," Herrick admitted.

"Then you did leave the rear end of your train unguarded for 15 or 20 minutes? And you stood on the ground beside your caboose with no flag out and no torpedoes to protect your train?"

"Y-e-es, I guess I did."

"Why?" That single word exploded like a rifle shot. "Why didn't you go back with your flagging equipment prepared to stop a train if you were overtaken? Surely you knew that the *Flying Bee* was close behind you!"

"Because I didn't see no use of it," Herrick growled. "No. 6 was not due there for more than 40 minutes when we stopped, and there was no other train between us and her."

"How did you *know* there wasn't?"

Herrick couldn't answer that one. Brown dismissed him and turned to the conductor. His voice was dangerously quiet.

"Mr. Sanderson," he asked, "where were you while your train was stopped at Flint Creek?"

"In the caboose working on my reports," the skipper lied glibly.

"Why didn't you send your brakeman back to flag and go sign your orders yourself and deliver them to the engineer?"

"Because, Mr. Brown," Sanderson replied, "Mr. Herrick is an experienced brakeman. His judgment as to when he should flag from the caboose platform and when he should go back is just as sound as mine. As for signing orders, you know and so does everyone else in this burg that all experienced brakemen sign conductor's names to train orders."

The official's ears turned red, but he could not deny it. The Gulf & Paducah itself was now on the griddle.

There was no question but that the first responsibility for the wreck rested with the crew of the extra freight, because of which they were subject to dismissal. The one question remaining to be settled was whether or not MacElroy, as engineer of the *Flying Bee,* was jointly responsible with them. Both Sanderson and Herrick had sworn that Herrick had gone back a half-mile with torpedo, red light, and fusee. They declared Speedy had been inside his cab and had run by their flag without acknowledging it.

MacElroy's fireman was not a positive witness. He had not heard a torpedo explosion. But he was not sure they hadn't passed a red light or fusee, because he had been in the deck scooping coal at the time. Neither could he state with certainty that two men had jumped off the waycar before they hit it, because they jumped before he was in a position to see them. This left Speedy's testimony in direct conflict with the sworn statement of Herrick and Sanderson.

It was evident from the way officials handled the questioning that they believed the pair were lying. For nearly an hour the superintendent, trainmaster, and chief dispatcher grilled and cross-questioned them, trying to crack their story. Yet even after they admitted having stood on the mainline for nearly half an hour at Flint Creek with no flag out—and having left there in strict defiance of the clearance rule—they stood firm on their story that the *Flying Bee* had run their flag. Improbable as it was, that testimony had to stand.

HAVING HEARD all the witnesses, Brown closed the investigation. He told the men he wanted time to think things over before rendering his decision. Speedy hoped the super might uncover some facts to clear him and fix sole blame upon the crew responsible for it; but there was little evidence to substantiate this hope. He was on the spot, and he knew it.

The following afternoon Sanderson, Herrick, Kewpie, and the other members of the freight crew were discharged.

Two days passed. Speedy was neither called back to duty nor taken permanently out of service, and every engineman on the Gulf & Paducah awaited the outcome. On the fourth morning Brown sent for Speedy. Everybody was sent out of the office and the transom was closed.

The engineer saw how ill at ease the superintendent looked and he sensed the decision. Prepared as he had been for the worst, he found himself feeling sorry for Brown, who was forced—as he admitted now—to go against his will and judgment. The G&P had been having accidents so often that federal authorities were demanding more rigid enforcement of rules and sterner discipline. The accident under investigation had become a test case: the super felt he must fire MacElroy with the others.

"I hate to lose you," he said frankly. "I've always considered you one of the best runners on my division. But under the circumstances, I have no choice."

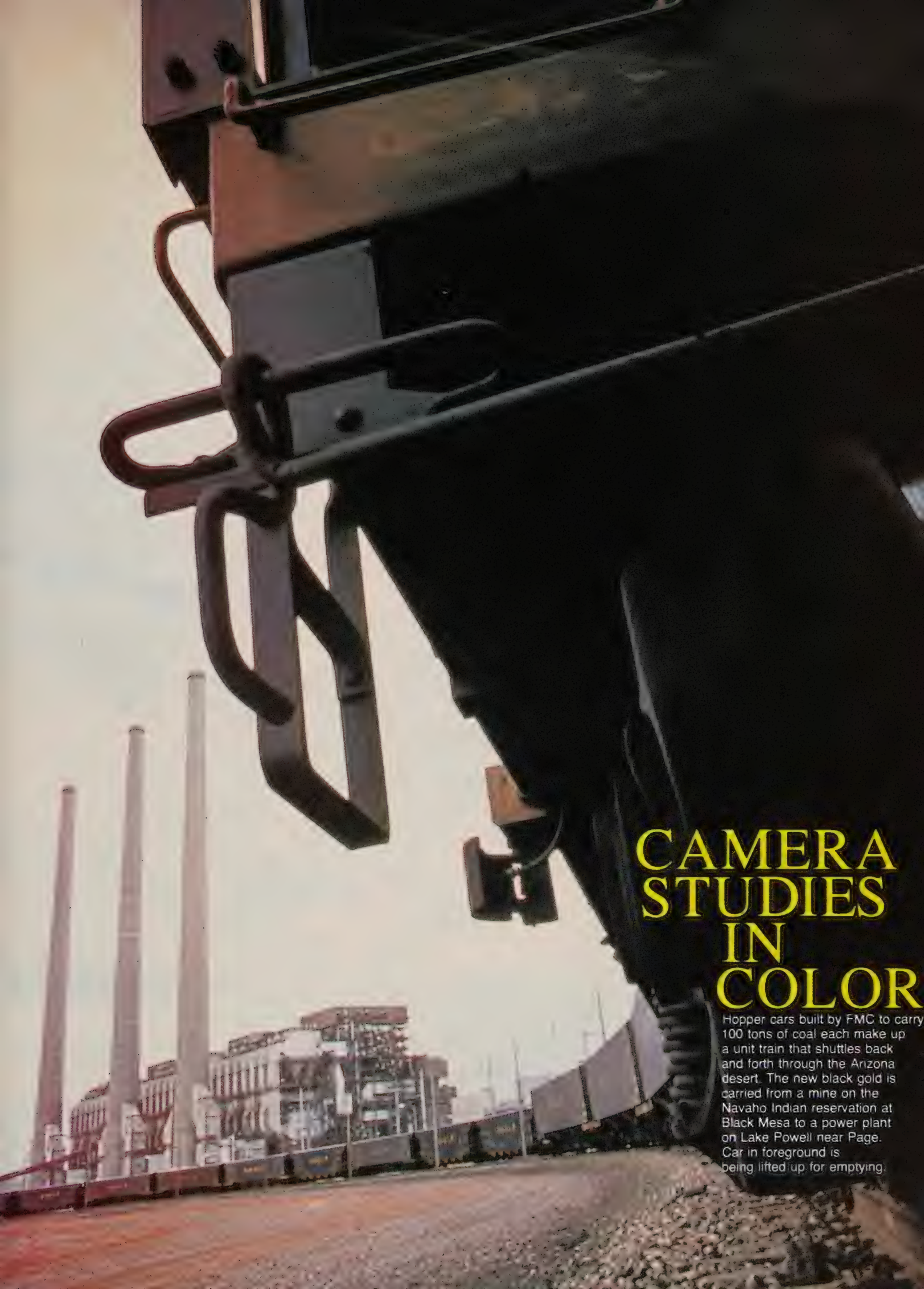
Speedy nodded, "I understand," he said quietly and turned to go.

"Wait a minute, MacElroy," the super called. "I'm not through with you yet. What I was thinking was, how would you like to railroad somewhere else?"

"If I could," the young engineer answered, smiling bleakly. "If I'm through here, definitely I'll have to go somewhere else—that is *if* I can find another job with this discharge on my record."

The super looked relieved. "That can be arranged," he said. "A friend of mine is superintendent of the Western Division of the Rocky Mountain Central. I've explained to him the circumstances under which you're being let out, asking if he could use you. He wired that he'd be glad to, so it's up to you. If you want to go out there and work for him, I'll give you a pass before you get your final check."

"I sure would," the hogger said, quickly, "if my wife agrees—and I know she will. Thank you so much. I've often thought it might be nice to wheel hotshots through the Rockies."



CAMERA STUDIES IN COLOR

Hopper cars built by FMC to carry 100 tons of coal each make up a unit train that shuttles back and forth through the Arizona desert. The new black gold is carried from a mine on the Navaho Indian reservation at Black Mesa to a power plant on Lake Powell near Page. Car in foreground is being lifted up for emptying.

Southern No. 5072 heads trio of engines hauling heavy freight train threading its way through snowy Blue Ridge foothills south of Charlottesville, Virginia.

Southern Railway System photographer Howard Olmsted

Ruth Edmark, who was then a Southern Pacific relief op in the Mesa, Ariz., station, setting out train orders on a bright December day near Christmas in 1973.

Russell C. Josin, 8431 E. Edgemont Ave. Scottsdale, Ariz. 85257

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

This was the 1½" scale (7/4" track gage) turntable that the Finger Lakes Live Steamers used at a meet at Marengo, N.Y. The turntable was converted from an auto lift rack, allowing it to adjust vertical to the beds of pickups, vans, and trailers used to transport the locomotives. Ben Nixon's Reading 0-4-0 Camelback is on the table. To the right is a Mack 0-4-0 gasoline-engined loco used in track maintenance work. Simmering in the foreground is Jack McDonald's 0-6-0, fired with propane gas.

Photographs of the Month

Photograph by Dr. John Bascomb

Shadow pattern underneath New York City's Third Avenue elevated line, which was razed February 16, 1956.

Ann Milhouan from Nahant, Mass., on Central Vermont Geep 4550. Photo is reprinted from our Nov. '73 issue because it drew more favorable readers' comments than any other rail-girl picture we have ever published.
Robert Redden, 113 Munroe St., Lynn, Mass. 01901

Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio 45243

Union Pacific 4-6-6-4 No. 3708 on westbound extra freight takes siding for eastbound fast freight at Archer, Wyo., late in day on July 11, 1959. *Interesting Railfan* Connie Hauck believes this was possibly the last period of regular use of UP steam through Cheyenne.

IN SEARCH OF STEAM

WITH MIKE EAGLESON

NUMBER 576, a former Nashville, Chattanooga & St. Louis 4-8-4, displayed in Centennial Park in Nashville, Tenn., since 1954, may again be in steam. Sounds too good to be true, but the Tennessee Valley Railroad Museum is negotiating with the Metro Parks and Recreation Board for a lease on the "Dixie" type (Southerners won't call her a "Northern" type) for mainline excursion service.

Charles Spears, Parks and Recreation director, said the museum wants to lease the engine from the Board, remove her from the park, and set up a trust fund for her perpetual preservation and maintenance. The museum is not offering any money for the 576, but would put her back into operation. If she should ever become irreparable, she would be returned to Nashville for display again.

Members of the Board are considering this proposal. If the deal should go through, the railfan community would have a unique and spectacular "new" 4-8-4 to ride behind and photograph. The 1942-built locomotive has a cone-shaped nose with protruding headlight. She was called a "stripe." A further streamlined version of the NC&StL Dixie type was called "yellowjacket," as it had a smoother nose and additional running board sheet metal attached. The skirt and tender had a distinctive horizontal yellow stripe running along the side. Keep me posted on future developments. Here's one deal which I don't want to see fall through, as have so many other projects.

MY FRIEND James A. Bistline, Assistant to the Chairman of Southern Railway and in charge of steam locomotive operations, says the Southern will run

another full steam excursion schedule this year, similar to the 1978 operations. Featured for the third year will be ex-Texas & Pacific 2-10-4 No. 610. I had heard rumors that the Southern would not operate 610 this year, even rumors that it wouldn't operate any steam at all in 1979. These fantasies are unfounded. Southern management must be commended for doing more than any other road to promote steam excursions in the past decade.

ALSO IN THE SOUTH, ex-Buffalo Creek & Gauley 2-8-0 No. 4 has been purchased from the Southwest Virginia Railroad by the State of North Carolina for the new State Railway Museum now being built at the Spencer Shops Historic Site. Possibly the 1926 Baldwin will run on fantrips from Spencer, reports James W. Harris, 3806 Lassiter Mill Rd., Raleigh, N.C. 27609.

MID-CONTINENT Railway Museum at North Freedom, Wisc., plans to restore its ex-Union Pacific 2-8-0 No. 440 to operation. I have often applauded this museum for its authentic appeal and belief in historically accurate restoration. Nearly all Mid-Continent equipment is lettered and painted exactly as it was in regular service. I only wish more railfan operations had this philosophy. Mid-Continent's handling of steam is excellent, its scenery attractive, and its locomotives and cars beautifully rebuilt. The annual steam-powered snow-train runs on Feb. 19 and 20 are well-worth attending. I recommend riding and photographing the Mid-Continent.

WORK PROGRESSES on the Adirondack Railroad in New York State, reports Joseph Tebo, P.O. Box 152, Ausable Forks, N.Y. 12912. Ties and rails are being repaired or replaced as needed on the leased Conrail trackage between Utica and Saranoe Lake, N.Y. Plans were to have begun the steam operation last fall if the track work were completed in time.

Ex-Florida East Coast 4-6-2 No. 148 will be the motive power during the 1980 Olympics. Headquarters are in Old Forge, N.Y.

THE GREAT FALLS Development Corporation, Great Falls Park, 176 Maple St., Paterson, N.J. 07522, is planning to buy an Alco-Cooke steam locomotive and return her to Paterson, where she was built. Some historians regard that city as the former locomotive-building capital of the world, although Philadelphia (Baldwin); Schenectady, N.Y. (Alco), and Newcastle-on-Tyne, over in England (Stephenson), may have better claims to that title. (See the Paterson list in this month's *Mail Car* and Walter A. Lucas's "City of Iron Horses" in our June 1933 issue.)

Photograph by D.J. Fowler

Former Midland Railway 0-6-0 43924 storms under the footbridge out of Hawaortha, England, toward Oxenhope with driver Ralph Ingham at the controls of the locomotive.

A fund-raising drive has been launched by Lawrence F. Kramer, mayor of Paterson, to bring back a locally-built steamer to display in the city's planned Museum of Manufacture and Industry in the old Rogers locomotive erecting shop. A three-year search finally located an 0-4-0T, built by Cooke at Paterson in 1910, now on the Wanamaker, Kempton & Southern Railroad in Kempton, Pa. As soon as the money is raised, as I hope it will be, the saddle-tanker will be trucked to her new permanent home. No plans for operation, however. Contributions may be sent to the mayor.

JIM EDMONSTON tells me that the Mad River & Nickel Plate Railroad Historical Society, Bellevue, Ohio, has worked out a deal with New Martinsville, W. Va., that will eventually see park display of 0-6-0 No. 1190 in Bellevue. This is an ex-B&O loco, originally Buffalo, Rochester & Pittsburgh 152, Class F-3; then B&O 390 in 1932, Class D-44; renumbered 1190 in 1950. Built by Alco (Brooks) in 1904; 51″ drivers, 31,500 lbs. tractive effort. Ohio Sand & Gravel got her from B&O some time after 1953; then given to the Park in 1961. She has a slopeback tender.

SEND steam news, recordings, and books for review to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

INFORMATION BOOTH

ASK BARBARA. Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine,* 150 East 58th Street, New York, N.Y. 10022. No questions will be answered by mail or telephone.

Question: How goes the railroad battle with coal slurry pipeline operators?

Barbara: Railroads gained a major victory last July 19 when the U.S. House of Representatives defeated, 246-161, a proposal to grant eminent domain powers to coal pipeline developers. The bill would have let pipeline companies acquire—via court action—rights-of-way linking western coal fields to electric power generating plants. Congressional opponents of pipelines saw them as a threat to the financial health of railroads and to the limited water resources of Wyoming, Montana, and Colorado. Railroad officials opposed the legislation on the basis that their industry already has the capacity to carry all the coal needed by electric utilities. Coal slurry pipelines, the railroads argue, would skim off the most lucrative transportation contracts, leaving only the marginal traffic for railroads.

Several Western state officials objected to the pipelines because they would use water needed for agricultural irrigation and industrial development. Moving one ton of pulverised coal requires about 250 gallons of water. Several pipelines had been planned to carry coal from Wyoming and Colorado to power plants in Texas and Arkansas. The rails had blocked their construction by refusing to give right-of-way across railroad property.

Question: Where did the Southern Rio Grande run?

Barbara: Many railroads that were projected never materialized. The SRG was among the faceless ones. In 1876, at the time it was organized in Shreveport, La., it was one of the most ambitious rail ventures in the Deep South. The road was to run from Shreveport to the "Rio Picos" (presumably the Rio Pecos), 550 miles away. The City of Shreveport subscribed $300,000 and the citizens $75,000. Yet no record can be found of any construction being started. Thanks to Bill Rapp for his help. Maybe some Southern historian has more info.

Question: Tell me about the Rexall Train.

Barbara: It barnstormed across America for seven months in 1936 promoting United Drug Co. products. New York Central L-2 Mohawk 2873 was fitted with oilburning apparatus and a blue-and-white Commodore Vanderbilt style shroud especially for the tour. The 12 converted Pullman cars contained a drug store, soda fountain, and Rexall product exhibits plus sleeping accommodations, dining, lounge, and dance hall facilities for executives, demonstrators, and guests.

Question: Are railroads or trucks involved more often in accidents with hazardous materials?

Barbara: Trucks. Only 9 percent of all U.S. transportation accidents involving hazardous materials in 1976, the latest figure we have, were on railroads. Trucks were involved in 91 percent of the injuries and 80 percent of the deaths.

Question: Info, please, on Canada's former Intercolonial Railway.

Barbara: In Dec. 1867 the Canadian Government authorized the construction of the Intercolonial, with the aim of providing rail connections between the Maritime Provinces, Quebec City, and Montreal. The Government built the road as a condition of Confederation in 1867 which called for a line to link Halifax with the St. Lawrence River near Quebec City. Prior to Confederation, the provincial governments of Nova Scotia, New Brunswick, and Prince Edward Island had begun building railway lines within their own provinces. These became part of the ICR.

Constructing the ICR mainline between Halifax and Riviere du Loup began promptly after federal authorization. At Riviere du Loup the ICR was to connect with the Grand Trunk. Considerable controversy arose over the route to be followed through New Brunswick, where three choices were available. Finally, for military reasons, the northerly route was chosen instead of a central or southerly one. Traffic began to roll July 1, 1876, over the Intercolonial Railway between Halifax and Levis, Que. In 1879 the ICR purchased the Grand Trunk line from Riviere du Loup to Chaudiere, with GT retaining running rights from Chaudiere to Pt. Levis. In 1889 the ICR, in turn, obtained running rights over the Grand Trunk lines from Levis to Montreal, giving it through service from Halifax, N.S., and St. John, N.B.

Just after the turn of the century, negotiations began between the Grand Trunk and the Canadian Government for a joint railway construction program to link the Atlantic and Pacific coasts of Canada. But dimming financial prospects came from the promising 1903 authorization of the National Transcontinental Ry. east from Winnipeg and the Grand Trunk Pacific west from Winnipeg to Prince Rupport. In 1913 the Government placed the NTR under the management of the ICR because the GTP was deep in financial trouble. All three became part of the Canadian National in the early 1920s.

Question: I recently got layed off as a Missouri Pacific clerk. How long are

normal unemployment or sickness benefits payable?

Barbara: Normal unemployment and sickness benefits are each payable up to 26 weeks in a benefit year. For the 1978-'79 benefit year, the total amount of each benefit which may be paid cannot exceed your 1977 income, counting earnings only up to $775 per month.

Question: I'd like to see the poem, *When Winter Comes,* by Lee Young.

Barbara:

Lo, the autumn's passed away,
Now for snow and bluster,
Teary eyes and reddened noses,
Icy switches, frozen hoses,
Leaky steam pipes, drifts galore,
Everybody's getting sore.
"Can't pick up, got my ratin'—"
Trains on sidings idly waiting,
Schedules shot, wires all popping,
Whole darn railroad madly hopping.
A winter railroad we know quite well
Is just a bit of frozen hell.

Question: Where was the first U.S. surface railroad third-rail operation?

Barbara: Under the aegis of President Charles Clark, the New Haven Railroad on June 28, 1895, opened the 7-mile electrified Nantasket Beach R.R. in eastern Mass. This first operation was such a success that in the following year the electric zone was extended 3½ miles to East Weymouth. The idea of third-rail distribution of power had been in the minds of the New Haven management, and this extension was based on a third-rail design personally developed by Mr. Clark. Operations began July 26, 1896, representing the first instance in the history of American surface railroads where electric power was distributed by third-rail.

Question: When was Northern Pacific's Stampede Pass tunnel finished?

Barbara: In May, 1888, after about 26 months of the start of actual excavating work. The distance from St. Paul to Tacoma on Puget Sound, by way of the tunnel, according to *Northwest Magazine* of June, 1888, "is 1,941 miles; by the old route via the Columbia River and Portland, 2,058 miles; saving by the new route, 117 miles. There is the same saving in distance from all points in Washington east of Pasco to Tacoma and a much greater saving from the towns in the Yakima Valley. The importance of the Cascade Division to these towns may be strikingly shown by a single statement: North Yakima, central town of the valley, was 466 miles by rail from Tacoma before the new division was built, and is now only 169 miles."

Question: What was Otto Kuhler's last steam locomotive styling job?

Barbara: This honor went to Southern's shrouded Ps-4 No. 1380 in 1941 to handle the coach streamliner *Tennessean* between Washington and the Norfolk & Western connection at Monroe, Va. Ensuing delveries of EMD E-6's and Kuhler-styler Alco

Intercolonial Railway Eight-wheeler No. 57 with crew, officials, and hangers-on outside New Glasgow, Nova Scotia, depot on May 26, 1894.

Collection of George J. Ryan

New York Mirror archives

Long Island politicians look over scene where 29 persons were killed and 105 injured on Long Island Rail Road wreck near Rockville Centre around Thanksgiving Day in 1949.

DL-109's soon released the 1380 for less glamorous duties.

Question: When did the Santa Fe extend its through rails to California?

Barbara: ATSF completed its own through route to the Pacific Coast from Chicago on May 1, 1888.

Question: Who is responsible for advance warning signs at rail crossings that caution a motorist before he reaches the crossing?

Barbara: Local highway authorities, not railroads, are responsible for posting and maintaining these signs. Many communities and county highway authorities do an excellent job in that regard; others do not. The installation of crossbucks identifying the location of a rail crossing are the responsibility of the railroad only inside city limits. The highway authority has the responsibility outside of cities.

Question: Anything on Japanese National Railways locomotives and rolling stock?

Barbara: Recent JNR records are incomplete. As of March 1974, the system had 179 steam locos, 2,060 electrics, 2,134 diesel locos, 6,962 passenger cars, 16,056 electric railcars, 2,151 electric railcars for Shinkansen, 5,419 diesel railcars, and 124,288 freight cars. Also 23 ferryboats and 11 auxiliary vessels.

Question: What will CP Rail do with their ex-Alaskan cruise ship *Princess Patricia*?

Barbara: The grand old gal of the Alaskan inland passageway will cast off again in 1979 for Canadian Pacific from Vancouver on her popular summer cruise program. The plan for her 1978 retirement, made by CP last December, was killed by B.D. Margetts, general manager, Coastal Marine Operations, in view of the very heavy bookings this past year and an indication of a similar interest in Alaskan travel in 1979, plus the fact that the company now has what is probably the most complete Alaska cruise itinerary of any line. This is heady news, knowing that this fine ship will stay for at least another year on the run to Ketchikan, Wrangell, Glacier Bay, Skagway, Juneau, and Tracy Arm in Alaska and Prince Rupert and Alert Bay in B.C.

Question: What was Baltimore & Ohio's first post WWII streamliner?

Barbara: These were the five-car *Cincinnatian* trains built in 1946 from conventional equipment for daylight service between Baltimore and Cincinnati hauled by P-7d's 5301-5304. One engine handled each consist between Baltimore and Grafton, W. Va., where another engine took over for the trip to Cincinnati. But in 1950 great patronage hopes for this run were dashed. That summer, the trains were transferred to the Detroit-Cincinnati service. Only two locos were needed, so the surplus pair were often assigned to Cincinnati-Louisville locals. The P-7d's remained in service until 1956.

Running Extra

WHERE CAN I GET pix or drawings of Missouri Pacific and Chicago & Alton locomo-

This Southern Railways locomotive Ps-4 Pacific No. 1381 was a sister engine to 1380, that is believed to have been Otto Kuhler's last steam locomotive-styling project. The 1381 is shown here at speed highballing the *Southern States Special* near Alexandria, Va., when steam was king in Dixie.

Detroit, Toledo & Ironton No. 408 pulling combination train No. 2 on run from Jackson to Springfield, Ohio, taken at Greenfield

tives running into Kansas City in the 1880s? Both roads were vital to the existence and economy of the communities that they helped to establish. It is to perpetuate the contributions of these railroads, and to commemorate their history, that the Lafayette County Historical Society has commissioned an oil painting depicting the new fill and overhead crossing of the Alton over the Missouri River at Higginsville (Lafayette County), Mo.—Jerry F. Seabough, 1027 North 3rd St., Ft. Dodge, Iowa 50501.

I HAVE a trainmen's kerosene lantern stamped GC&SJ R.R. Which road was this?—Francis Meaney, Jr., president, National Assn. of Timetable Collectors, 21 Willow Rd., Metuchen, N.J. 08840.

ANYONE INTERESTED in buying *Poor's Manual,* 1887, in fair shape?—H.B. Carlton, 42 Kenilworth Rd., Ashford, Middlesex, England TW153EL.

I WANT INFO on the SP barge *Mastedon* that ferried the *Sunset Limited* across the Mississippi River just west of New Orleans. Two heavy-duty tugs towed it across with the entire consists, including a P-5 Pacific.—Lloyd M. Judge, 1588 6 St., Los Osos, Calif. 93402.

WHO CAN TELL me about the Webster & Springfield R.R.?—David Jodoin, 17 Spring St., Webster, Mass. 01570.

ILLINOIS CENTRAL gave its employes diamond-shaped service emblems up until ten years ago. Where can I find some?—Emmett Poteet, 3733 Mountain Terrace, Memphis, Tenn. 38127.

many years ago. This type of picture is what Bill Pletz is interested in for his upcoming book on the DT&I and AA.

Photograph by G.L. Smith

ANYONE HAVE INFO on a Long Island R.R. wreck in the early 1950's that killed 31 people? Is the Gainsville & Midland still running?—Lorne Muirhead, 8915 Hadden St., Ft. Langley, B.C., Canada.

A GOOD HISTORY of the Fonda, Johnstown & Gloversville R.R. can be found in the book *Trolleys Down the Mohawk Valley,* by William R. Gordon and Robert D. Mowers. Besides its steam-powered line, the FJ&G also ran an extensive trolley line and built and operated a resort on the Sacandaga River which was popular for many years. At present the FJ&G operates over abut 20 miles of track from its junction with Conrail at Fonda to Broadalbin. The one diesel on its roster is owned by the Delaware & Otsego Corp., with headquarters in Cooperstown, N.Y.—Andrew W. Weist, 10 Lillian Dr., Scotia, N.Y. 12302.

ANSWERING a query: electric lines in South Carolina were located in Spartanburg, Greenville, Anderson, North Anderson, Columbia, Aiken, Orangeburg, Rock Hill, Charleston, Isle of Palms, Georgetown, Blocksville. The P&N ran from Spartanburg via Greenville and Belton to Anderson and Greenwood. My new book on all South Carolina street railways might be of some help.—Tom Fetters, 545 S. Elizabeth Dr., Lombard, Ill. 60148.

DOES UNION PACIFIC still own Challenger 3985 and Big Boy 4023, as written in the book, *The Twilight of Steam Locomotives?*—Peter Osgood, HHB 1st Bn. 62nd ADA, Schofield Barracks, Hawaii 96857.

I RESEARCHED the Detroit, Toledo & Ironton for a book I'm writing. As the Ann Arbor has twice been under DT&I control, I'm including an AA history during these periods. I'd like to borrow public and employe timetables prior to 1925. Need disposition data on older power as well as motive power and rolling stock. Will present or former employes please send antecdotes or personal experiences? Postage for any material loaned will be reimbursed, with great care given to items loaned.—William C. Pletz, Conrail assistant dispatcher, 3729 Lindhurst Rd., Columbus, Ohio 43220.

WHO CAN TELL me when rail service was abandoned at Annapolis, Md.? Was this line originally electric? When did passenger service end?—Donald N. Hammarstrom, 1520 Trenton Apt. 104, Denver, Colo. 80220.

WHAT HAPPENED to Fred Jukes, the pioneer Western railroad photographer and his fabulous collection of turn of the century photographs? They appeared in some Lucius Beebe's books. I'd like to know something about his life.—P.F. Sheridan, 838 Parkridge Dr., Media, Pa. 19063. (*Ed. note:* Fred died a few years ago.)

HOW MANY different locomotive models does Seaboard Coast Line own? How many switch engines?—Adam Pate, Rte. 3, Box 14, Rowland, N.C. 28383.

I WANT INFO on the locomotive that carried Baldwin builder's plate 32279, constructed in Nov. 1907.—David Platterer, 358 Washington St., Bath, Me. 04530.

WHILE TRACK conditions on Prince Edward Island, Canada, remain poor and many farmers have turned to trucks to move their potatoes, high volume potato movements still go to central Canada via rail. CN Marine carferry service to and from PEI is good; but due to track and lack of ballast, motive power is light and trains short.—Ed Wilbur, 46 Gloucester St., Moncton, N.B., Canada.

PUTTING TOGETHER a collection of Fontane Fox's Toonerville Trolley cartoons. Who can help?—Robert L. Buel, 755 Jackson Ave., Bronx, N.Y. 10456.

WHEN AND WHERE did the St. Paul & Pacific begin construction? How many miles did the first train operate on the Northern Pacific?—Donald P. Robertson, 585 Oakfield Lane, Menlo Park, Calif. 94025.

WHAT ARE the ten leading U.S. railroads in terms of capital and mileage?—Edward Parrett, Rte. 1, Box 101, Talola, Okla. 74080.

DID THE PENNSY ever have GP-9's in Tuscan red? If so, what were their numbers? Athearn, manufacturers of HO scale model engines, produces a model of an EMD SW1500 cow and calf switcher. Did Pennsy ever build EMD SW1500 calf units? Any pix around?—G.A. Peiffer, 512 N. 7th St., Lebanon, Pa. 17042.

I WANT HISTORY of Oregon's Valley & Siletz R.R.—Dean A. Dowless, 8475 N.W. Cardwell Hill Dr., Corvallis, Ore. 97330.

ANYONE KNOW names of common carriers formed to operate segments of track Conrail rejected?—Ralph A. Marson, 8070 Busch, Center Line, Mich. 48015.

WAS THE "Wabash Cannonball" song written by a railroadman?—Raymond Ashton, Jr., 6830 Rosemont Ave., Pennsauken, N.J. 08105.

TRACKSIDE in the DIESEL AGE

With Jim Edmonston

French Lick, West Baden & Southern Ry. recently opened for business, running over nine miles of ex-Southern Railway track between French Lick and Cuzco, Indiana. Power is a 1936 Plymouth gasoline 0-4-0, formerly owned by the Cincinnati Milling Machine Co. Also on hand is an 0-4-0T No. 11, which needs much work. Expected shortly is the ex-Ocean City Western, ex-Mobile & Gulf 2-6-0 97, which is planned for operation by this summer. That line is the operating division of the Indiana Railway Museum, which lost its ex-PC line north of Greensburg when Conrail sold the trackage for scrap.

The Madison (Ind.) Railroad, which ran into hard times, is now being operated by the City of Madison Port Authority under the name of the Madison Rail*way*. Still in use is an ex-Rock Island SW-1 No. 534. This is the Penn-sy's historic old Madison Hill line, one of the world's steepest railroad grades.

MORE AND MORE F-units seem to be heading for that big fuel rack in the sky. Mark Loyd of Louisville, Ky., reports seeing these Milwaukee units on their way to Precision National for parts:

FP-7's 61-A, 61-C, and 98-A; F-7A 85-C, and F-7B's 85-B and 125-B. As a quick rundown, F-unit operators include: Western Maryland units on Chessie, Conrail, Bangor & Aroostook, CP Rail, Canadian National, Norfolk & Western (one unit left), Milwaukee Road, Burlington Northern, Western Pacific, U.S. Steel in Wyoming, Chicago & North Western, Southern (has FP-7's, in storage at last report), Lousiana & North West, possibly Clinchfield, and Santa Fe, finally Rock Island.

AMTRAK is the defendant in a suit filed by a Baltimore attorney who got tired of paying premier rates for Metroliner Service and kept getting conventional equipment pulled by GG-1's. He claims he was put on "slower" trains and lost appointments in New York because of it. In my opinion, all that is needed while the Corridor and the Metros are repaired, is for Amtrak to suspend these extra fares. What do you do, check up front to see if there's a GG-1 and then buy a ticket? How about in snow when GG-1's pull Metroliners? I saw this happen last July.

An article in the *Journal of Commerce* reports favorably on the efficiency of the Sealand Service Land Bridge (container trains). A surprise is that Sealand will use Delaware & Hudson on westbound trains in lieu of Conrail, operating the service in a pool arrangement and keeping D&H units on all the way to the Coast. This has to be good news for beleaguered D&H.

THE MINE engine that ran away and killed a Chessie employee near Bayard, W. Va., was not a new unit as reported in the press but was an Alco S-2, reconditioned and sold to a mine

The weather was cold and miserable on that January, 1970, day as Grand Trunk 4903 approaches crossing near elderly Central Vermont depot at Lebanon, Conn., with pick-up. CV replaced agent in mid 1970s abandoning depot service dating back to New London Northern days over a century ago. Depot, never claimed by historical society, reportedly was recently destroyed.

Photograph by Edwill H. Brown
402 West Main St., Norwich, Conn. 06360

operator. A newspaper photo shows the incredibly battered result of the runaway, which had failed to negotiate a mountain curve at an estimated 70 mph! The Chessie System's shop in Elkins is trying to repair her, but except for trucks and traction motors there isn't much left. The loco was being demonstrated on delivery, and the question of ownership has arisen. The runaway was attributed to leaking air and a faulty brake system, although the evidence was torn off the loco when it plowed into the mountainside.

THIS YEAR might see two new models from General Electric; we look for the C-36-7 and the long-awaited U-18BQ, the Crew Comfort Cab light roadswitcher for SCL. Of course, the model will probably be called the B-18Q-7 or some such. It is now obvious that the "7" in these GE models is not going to change each year, as was originally assumed.

ACCORDING to David J. Campbell, 1008 16th St. NE., Willmar, Minn. 56201, his town is a fine place to see Burlington Northern operations. It's located on the old Great Northern mainline at the point where the Sioux Falls-Denver branch joins the main. Many West Cost trains and all Minneapolis-Denver trains pass through. Milwaukee Road unit coal trains also run through occasionally. One of BN's rare ex-Great Northern NW-5's is switching at Willmar; many F units are still seen, with an F-3A showing up now and then.

Dave was surprised last fall to see three of the Alaska Railroad's new blue and yellow GP-38-2's operating behind a BN F-9A.

INTERESTING observations come from Air Force Major John Langley, 1976 Redstone Dr., Fairborn, Ohio 45324, on the Santa Fe's CF-7 models we featured a while ago. He says Santa Fe orginally intended the model "CF-7" to mean "converted F-7," and was planning a model "CF-9" to use for converted F-9's, but thought better of it. In addition, there is, in fact, a pattern to the diverse window arrangements on CF-7's. The first units outshopped use the same windows as the original F units. The large rectangular windows began with 2638.

Wanted: One wedge plow. Don't ever doubt that it wasn't a tough winter last year in the Midwest. Two Illinois Central Gulf F3s Nos. 800B and 811A are seen snowbound on January 23 fourteen miles northwest of P&N Jct., San Jose, Ill. on ex-Gulf, Mobile & Ohio's Peoria line.

When 2532 was built, a small, oval-shaped window was added to the cab front, below the engineer's normal window. Later, with the 2471, the cab roofline was changed and the windows were longer. Then, the first 11 units (2649-2639) with the small F-unit windows were backshopped and fitted with the now-standard window setup. Photos of these units before backshopping differ from their looks now. Also, all units from 2616 down were originally painted in the "yellow bonnet" scheme, and 2613 down have four stacks, rather than two.

EXTREMELY RARE Alco RSD-5 No. 6802, one of only two left at the start of year (6804 is the other), is dead in Collinwood Shop yard. Al thinks she's a scrap candidate, although she could be a slug. "Puller" RC-3, headed by a four-unit lashup of F's (ABAA) at East 152nd Street had an Alco S-2 switcher in the consist lettered "GE 14." Conrail is trying a novel new trackwork idea at milepost CP-190. They undercut both sides of the track and lay plastic sheets both there and under the ties, separating the track from the sub-base, which keeps mud from working through the ballast. If this idea works, Conrail may try it on the mainline, which could upgrade the trackage to 90 mph. By the way, Al's report included 14 working F units.

Status of power on the New York & Long Branch is reported by Charles Fredericks of Paramus, N.J. Four E-8A's numbered 4320, 4246, 4257, and 4272 are operating in the NJDOT straight band scheme, while 4327, 4258, and 4251 have the "V" band on the nose. These units are all upgraded and rebuilt.

Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

CANADIAN GENERAL ELECTRIC in Peterborough has landed repeat business from the Malawi Railways in East Africa. They will supply $3 million worth of main propulsion equipment and spare parts for 16 more model MC615 diesels, which are six axle, AC/DC, 1500-hp chopped-nose hood units. These will be built by Montreal, and thus have Alco-like lines. They'll be ready in early 1979.

CP Rail S-3 No. 511 failed at Brandon, Man., a while ago. All Precision National leasers except 537 have been returned. Baldwin Switcher 7075 is back in service, using parts off 7069; and GP-9's 8837 and 8502 were trapped several days by a slide at Yoho, B.C. Luckily, the crew got out safely.

B&O TRANSPORTATION MUSEUM in Baltimore is supposed to get two more illustrious members; a Little Joe electric from the Chicago South Shore & South Bend and one of the Western Maryland's EMD BL-2's . . . The old B&O town of Willard, Ohio, named for the road's former president, "Uncle Dan" Willard, is rebuilding the famous B&O station there on a smaller scale. When finished, it will house railroadiana under the name "Willard Railroad Museum." B&O also donated an I-5 cupola caboose and a boxcar. J.E. Simpkins, 102 Caldwell Avenue, Tiffin, Ohio 44883, says repair work on them will be finished by this summer.

ALAN T. WHALEN has just moved from White Plains, N.Y., to 1607 Marilyn Ave., Bradenton, Fla. 33507, and will have to get used to SCL's GE's and precious few passenger trains. Meanwhile, he sends a rundown on the Conrail FL-9 repaints that he saw in New York State. The first FL-9s to be repainted were the 5039 and 5042, which are both blue with a yellow nose and yellow "CR" stencils on the blue sides and nose. Next was 5015, also blue and yellow, with numbers on her rear panels and full "Conrail" on the sides with white lettering, which is how 5040 now looks.

Conrail Power Notes

AT CONRAIL, there's good and bad news. On the negative, weird doings are reported in the East, where a respected railfan was involved in selling about 150 builders' plates from brand-new Conrail diesel locomotives and still-active GG-1's. Also, someone was reportedly fired for wearing a T-shirt to work, with anti-Conrail slogans. Closer to home, in Miamisburg, Ohio, a Conrail freight derailed and a car went crashing through a house, killing four and injuring seven. According to the first reports, the wreck was due to a "defective wheel," but later investigations revealed that a hotbox burned off the journal on the 27th car. Apparently a railfan had seen this hotbox as the train rolled through Dayton, just north of Miamisburg, and tried in vain to get the westbound stopped.

Altoona is still cleaning out its dead lines. Strings of retired locos are going west as trade-ins, sold for scrap, or reconditioning. One result is Conrail model MT-6, for motor-trailer six-axle, or SLUG, starting with No. 1100. General Electric in Cleveland is fashioning these from old six-axle Alcos, beginning with the RSD-12's numbered 6855-6879, possibly extending to RSD-5's, RSD-15's and C-628's. The slugs look like the top half of a cabless DL-701, set complete with end notches on the longer frame with Alco six-axle trucks. The "unit" is simply a set of six weighted traction motors which gets power from a "mother" unit. Prime usage will be hump service, coupled with SD-38's, SD-9's, etc. Presently, they are completed through 1104, and 42 more are expected in operation this year.

A strange westbound Amtrak move consisted of 278-274-713 and 550 dragging eight Amtrak coaches and a Conrail caboose. Rare old RSD-15 (DL600B) No. 6813 was billed west as "company equipment," probably for the MT-6 program.

Down in the South

SOUTHERN RAILWAY has ordered 81 locomotives and 3030 freight cars for 1979 delivery. No mention as to type, but I assume they will be EMD models. SR's three GP-40X's have been run extensively and may be duplicated. Time will tell. Meanwhile, E8A No. 6915 hit a lumber truck at an Atlanta crossing and her

Delaware & Hudson EMD GP39-2 No. 7420, ex-Reading No. 3420, (left) under an overcast sky on April 21, 1976, at Oneonta, N.Y. (Right) Larry Russell caught this view with his camera (no word on where or when) of Minneapolis, Northfield & Southern SD-39 No. 40 idling in a railroad yard somewhere in the North Central state area.

nose is caved in. Seven SD-24's are left; all others have gone to Precision National.

Curt Tillotson, Jr., 1207 College St., Oxford, N.C., 27565, says the Southern has donated its Spencer, N.C., shop area to the state of North Carolina as a Museum of Transportation. This museum has lined up three steam locos, several passenger cars and "at least one" first-generation diesel. I'd like to know the identities of the power. Southern is building a new multi-million dollar Linwood Yard in Spencer, which is slated for operation this June. Those Southern GE units, which nobody seems to be able to find, are easy if you know how, says Curt. The U-33C's are often on the Chattanooga-Knoxville line and are regulars in the Asheville area, too. The U-23B's work the Eastern, Piedmont, and Carolina divisions, but primarily the Carolina.

Seaboard Coast Line has made a change in operations. Crews no longer change in Raleigh, N.C. Whereas trains between Richmond, Va., and Hamlet, N.C., always changed crews at Raleigh, crews will now run through the entire distance. SCL worked this out with the unions, spending money on early retirements and personnel moves.

AT PRESS TIME, the Norfolk & Western's clerk strike (BRAC) had escalated and spread to 73 other roads, plus Amtrak, making it virtually nationwide. Conrail was not on strike, but was crippled without operating connections. L&N's clerks, then Chessie's, walked out in sympathy in my home city of Cincinnati, then the others followed suit. An injunction put everyone back to work, with all eyes on the N&W sessions.

R.K. SMITH, 770 Lake Edward Dr., Virginia Beach, Va. 23462, who is a lieutenant in his town's fire department, was surprised to see Norfolk & Western 6175 heading up a power consist in Norfolk, Va. The locomotive is the new SD-40-2 that N&W had painted in Tuscan red and gold, reportedly as a test paint scheme. They had told us the loco would be used on "specials and such" for a while," but, due to the strike, she's now in regular service. She's one of a kind on N&W. I envy Lt. Smith, living as he does in one of my favorite places. I used to go to Virginia Beach as a boy and remember seeing a 4-6-0 at the Norfolk Southern Station there. Another memory is sitting atop a ferris wheel and watching a two-car railbus train coming south—something so foreign to my world of Baltimore & Ohio Mikes and Pennsy GG-1's that I did not consider it a train.

L&N IS GETTING bad press. Troubles seem to dog this estimable member of the Family Lines. A fatal wreck in Florence, Ala., killed three crew and caused evacuation of hundreds from a residential area. Locos I can recognize from a news photo are a GP-38 on the road freight and one of those repowered Alco S-1's on a local.

Then, L&N got a million-dollar fine levied against it by the ICC for reportedly diverting hopper cars from smaller mines to unit train service. An acute hopper car shortage developed in the Eastern Kentucky coal fields. L&N claims it is power short, so ICC ordered Seaboard Coast Line to provide 100 locomotives by mid-December to help out. The idea is that L&N could move more cars with greater efficiency with the added power, thus generating more cars. The short strike only compounded matters.

The Rare GP-39

OUR FEATURED locomotive this month is the rare GP-39, an enigma of sorts in the EMD catalog. It was introduced in 1968 as successor to the GP-38. This looked like a natural, as the GP-38 carried 16 cylinders, no turbocharger, and was rated at 2000 hp. The GP-39 has but 12 cylinders, but with her turbocharger she gets 2300 hp out of them. However, the turbocharger was not that widely accepted. So many roads wanted GP-38 that the little fellow was left in the catalog, to GP-39's misfortune.

GP-39 looks exactly like the GP-38, with two radiator fans; but her giveaway is the single fat turbocharger stack just behind her central air intake. GP-38, of course, has two straight stacks. Chesapeake & Ohio championed the GP-39, ordering 20 3800-3919. Atlanta & St Andrews Bay got one, 507, and Kennecott Copper took 1 and 2. Kennecott's locos were unique; they carry the old DC systems, while all other GP-39's are AC.

GP-39-2 wasn't supposed to be in the catalog. However, EMD claims it will custom-build anything, so 135 of them were built, with all of the "DASH-2" features. Owners are ATSF, Reading (whose 20 units went to Delaware & Hudson when Conrail took the RDS), the D&H itself, and Kennecott Copper again, the latest buyer, which ordered specially-built control tower cabs for visibility.

The six-axle counterpart is SD-39, no DASH-2 units built. Same spotting features except for length and six axles. ATSF has 20, Illinois Terminal six, Minneapolis, Northfield & Southern two, and Southern Pacific has 26.

Milwaukee Road needed a superlight road switcher for the light-rail branches, and took ten of the superrare SDL-39's. These are actually shorter by a foot than a GP-7. The 12-cylindered plant is four tons lighter than any other, and the SDL-39 is actually built on an export frame and trucks for less weight. L in this case means Light. Milwaukee numbers are 581-590.

CONTINUE SENDING diesel news and books for review to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

SHORT LINE ROSTERS

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the *Official Guide*, the *Pocket List of Railroad Officials*, of both, with a route length less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Division; General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks Morse; GMD, General Motors Diesel Ltd., MC; MCGE, Montreal Locomotive Works-Canadian General Electric; Alco Pr., Alco Products; Alco, American Locomotive Co.

La Salle & Bureau County Railroad

(Hegelers Bull)

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Force	Weight	Date Built	Notes
1	—	Baldwin	—	0-6-0	?	90,000	1890	
2	—	Baldwin	—	0-6-0	?	184,000	1913	
3	—	Baldwin	—	2-8-0	?	190,000	1923	1
4	—	Baldwin	—	0-8-0	?	180,000	1926	2
5	500	Plymouth	BU	B-B	42,000	140,000	1936	3
6	660	Baldwin	VO 660	B-B	50,000	200,000	1946	4
7	500	GE	80-ton	B-B	40,000	160,000	1941	5
8	800	BLHW	S8	B-B	57,500	230,000	1951	
9	800	BLHW	S8	B-B	?	?	1951	

Effective date: March, 1978. Sources of information: LS&BC, Eastern Gas & Fuel Associates, Ralph B. Odiorne Real Estate, Standard Gravel, Prolerized New England, Pacific States Steel. Units on present roster: 8-9.

(1) 3 was formerly owned by the Colorado Midland. (2) 4 was formerly owned by the Chicago Junction. (3) 5 purchased in 1945, then sold to Pacific States Steel, renumbered 3 (1st), then (2nd), then scrapped about 1967. (4) 6 purchased in 1948, then sold to Standard Gravel, renumbered 6. (5) 7 was originally Northeast Oklahoma 256, then LS&BC 7 (1950), then Ferguson & Edmondson Construction 1 (1952), then Pan American Engineering 1, then Eastern Gas & Fuel Associates 1, then Prolerized New England 1 (5/66).

Lackawaxen & Stourbridge Railroad

465	1600	Alco-GE	RS-3	B-B	64,725	258,900	1952	1

Effective date: March, 1978. Source of information: Reading. Units on present roster: 465.

(1) 465 was originally Reading 465, then George R. Silcott 465 (9/76), then L&S 465.

Lake Champlain & Moriah Railroad
(Abandoned May 31, 1968)

19	1000	GM-EMD	NW2	B-B	?	?	1940	1
D-815	1000	GM-EMD	NW2	B-B	?	?	1942	2

Effective date: April 18, 1974. Sources of information: LC&M, Republic Steel. Units on present roster: none.

(1) 19 was probably lettered LC&M, although owned by Republic Steel, of which LC&M was a subsidiary. (2) D-815 was lettered "Republic Steel Corporation" on the hood and "Property of Defence Plant Corp., Republic Steel Corp., Lessee" on the cab.

Lake Erie & Fort Wayne Railroad

1	660	Baldwin	VO 660	B-B	49,400	197,640	1941	1

Effective date: July 14, 1972. Sources of information: Norfolk & Western Railway. Units on present roster: none.

(1) 1 was originally Wabash 200, then LE?FW 1 (1957). Sold to the Norfolk & Western (3/68), never used, then sold to GM-EMD in trade for new N&W power (5/68).

Lake Erie, Franklin & Clarion Railroad

20	1000	Alco-GE	RS-1	B-B	7,200	244,000	1949	
1s21	1000	Alco-GE	RS-1	B-B	73,200	244,000	1950	2
22	1000	Alco-GE	RS-1	B-B	73,200	244,000	1950	3
23	1500	GM-EMD	SW1500	B-B	?	?	1971	
24	1500	GM-EMD	SW1500	B-B	?	?	1972	
25	1500	GM-EMD	MP15	B-B	?	?	1976	

weffective date: March, 1978. Sources of information: LEF&C, Livonia, Avon & Lakeville. Units on present roster: 23-25.

(1) 20 sold to the Livonia, Avon & Lakeville Railroad, renumbered 20 (4/72). (2) 21 sold to Ohio River Company. (3) 22 was originally Minneapolis and St. Louis 951, then M&SL 234 (3/56), then LEF&C 22 (1957), then Proctor and Gamble 1.

Laurinburg & Southern Railroad

'76	600	GE	70-ton	B-B	35,000	140,000	1948	1
100	400	GE	44-ton	B-B	26,700	88,000	1946	2
101	600	GE	70-ton	B-B	41,300	139,000	1947	
102	400	GE	44-ton	B-B	26,700	88,000	1943	3
103	600	GE	70-ton	B-B	41,300	139,000	1951	
104	600	GE	70-ton	B-B	41,300	139,000	1950	4
105	600	GE	70-ton	B-B	41,300	139,000	1948	5
106	600	GE	70-ton	B-B	35,000	140,000	1948	6
107	600	GE	70-ton	B-B	35,000	140,000	1949	7
108	250	Plymouth	MGT	B	17,500	70,000	1952	8

Effective date: March, 1978. Sources of information: L&S, Hoosac Tunnel & Wilmington, Arkansas & Louisiana Missouri, Devco Ry., S.G. Paiking & Co. Ltd. Units on present roster: '76, 101, 103-108.

(1) '76 was originally Barre & Chelsea 15, then Montpelier & Barre 20 (12/56), then Hoosac Tunnel & Wilmington 20 (1962), then Frankfort & Cincinnati 20 (4/62), then L&S '76 (8/76). This unit was lettered for the M&B when operated by the HT&W and F&C.
(2) 100 sold to Monroe Sand & Gravel, renumbered 100 (5/51); then sold to the Arkansas & Louisiana Missouri, renumbered 34, then sold to the Louisiana & Pine Bluff, renumbered 34.
(3) 102 was originally U.S. Army 7088, then L&S 102 (1947), then Atlantic & East Carolina 6 (10/50), then A&EC 402 (7/58), then retired; scrapped (6/66).
(4) 104 was originally Lancaster & Chester 62, then L&S 104 (12/65).
(5) 105 was originally High Point, Thomasville & Denton 202, then L&S 105 (10/68).
(6) 106 was originally St. Louis Junction 72, then St. Louis Grain 72, then L&S 106 (4/71). 106 operated before repainting as L&S 72.
(7) 107 was originally Pacific Great Eastern 553, then Sydney & Louisburg 60 (7/60), then Devco 60, then S.G. Paikin & Co. Ltd. 60, then L&S 107 (7/72).
(8) 108 was originally Magor Car Corp. 5608, then Rail Car Div. of Fruehauf Rail Car Corp. 456, then L&S 108 (8/73).

The Lehigh and Hudson River Railway
(Lines conveyed to the Consolidated Rail Corporation, April 1, 1976)

1-3	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	1, 2, 3
4-9	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	2, 4
10-11	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	2, 4
12	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	3
13	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	5
21-22	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1963	6, 7
23-24	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1965	6
25-26	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	8
27-29	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	6

Effective date: April, 1978. Sources of information: L&HR, Vermont Ry., British Columbia Ry., Essex Terminal Ry., Montpelier & Barre. Units on present roster: none.

(1) 1 sold to the Point Comfort & Northern.
(2) 2, 5-9, 11 sold to Alco Products in trade for new power (1966).
(3) 3, 12 sold to the Vermont Ry., renumbered 602 (11/70) and 601 (1/70). VTR 601 was retired. VTR 602 was renumbered VTR 606.
(4) 4, 10 sold to the Lamoille County Railroad, inherited by the St. Johnsbury & Lamoille County, renumbered 204-205. SJ&LC 204 sold to the Montpelier & Barre, renumbered 204. SJ&LC 205 sold to the Vermont Ry., renumbered 605.
(5) 13 sold to George R. Silcott, then to the San Manuel Arizona.
(6) 21, 23-24, 27-29 were confiscated by the Consolidated Rail Corp., renumbered 2072-2077 (4/76).
(7) 22 sold to Essex Terminal Ry., renumbered 106 (8/72).
(8) 25-26 sold to the British Columbia Ry., renumbered 631-632 (1973).

Lehigh & New England Railroad
(Abandoned)

611 (OE-3)	1000	Alco-GE	S2	B-B	57,775	231,100	1943	1
612-613 (OE-3)	1000	Alco-GE	S2	B-B	57,775	231,100	1949	2
614-616 (OE-3)	1000	Alco-GE	S2	B-B	57,775	231,100	1949	2
651 (OE-2)	1500	Alco-GE	RS-2	B-B	62,400	249,000	1949	3
652-653 (OE-2)	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3, 4
654-655 (OE-2)	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	4
656-657 (OE-2)	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3, 4
658-659 (OE-2)	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3, 4
660-663 (OE-2)	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3, 4
701-702 (OE-1-A)	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	5
703-706 (OE-1-A)	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	5
707-709 (OE-1-A)	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	5
710 (OE-1-A)	1500	Alco-GE	FA-1	B-B	59,375	237,500	1949	5
751-752 (OE-1-B)	1500	Alco-GE	FB-1	B-B	57,325	229,300	1948	5
753 (OE-1-B)	1500	Alco-GE	FB-1	B-B	57,325	229,300	1949	5

Effective date: April, 1978. Sources of information: L&NE, Raymond International, Ford Motor Co., Whisler Equipment, Precision Engineering, Altos Hornos de Mexico, George R. Silcott, Louisville & Nashville. Units on present roster: none.

(1) 611 sold to George R. Silcott, renumbered 611, then sold to Ford Motor Co., renumbered 10013.
(2) 612-616 sold to the Louisville & Nashville, renumbered 2370-2374. L&N 2372 was retired (3/71). L&N 2370-2371, 2373-2374 were rebuilt with GM-EMD engines.
(3) 651, 653, 657, 659-660, 663 sold to Raymond International, renumbered 1501-1506 (9/61); then sold to Whisler Equipment, renumbered 1501-1506 (1966-7). Whisler 1501, 1503, 1504 sold to Precision Engineering; scrapped. Whisler 1502, 1506 sold to Altos Hornos de Mexico, renumbered 128-129.
(4) 652, 654-656, 658, 661-662 sold to the L&N, renumbered 265-271, then sold to General Electric in trade for new power.
(5) 701-710 sold to the L&N, renumbered 332, 333 (1st), 334-341. Nos. 751-753 sold to the L&N, renumbered 327-329. L&N 332, 335-336, 338-339, 341, 327-329 sold to Alco Products in trade for new L&N power. L&N 333 (1st), 334 sold to GM-EMD in trade for new L&N power. L&N 337, 340 sold to General Electric in trade for new L&N power.

Lehigh and New England Railway
(Lines conveyed to Consolidated Rail Corporation, April 1, 1976)

1531-1532	(FSD-40) 1	1500	GM-EMD	GP7	B-B	62,528	250,320	1952	
1533-1535 (?)	1600	Alco-GE	RS-3	B-B	64,725	258,900	1952		2
1601 (FSD-79)	1600	Alco-GE	RSD-4	C-C	90,055	360,760	1951		3

Effective date: April, 1978. Sources of information: L&NE, Naporano Iron & Metal, Reading Co. Units on present roster: none.

(1) 1531-1532 were originally Jersey Central 1531-1532; then L&NE 1531-1532 (1962); then confiscated by the Consolidated Rail Corp., renumbered 5675-5677 (4/1/76).
(2) 1533-1535 were originally Reading Co. 460-461, 472; then L&NE 1533-1535 (4/11/74); then confiscated by CRC, renumbered 5367-5369 (4/1/76).
(3) 1601 was originally CNJ 1601, then L&NE 1601 (1962), then sold to Naporano Iron & Metal; scrapped.

Litchfield & Madison Railway
(Merged into Chicago & North Western Transportation Co., Jan. 2, 1958)

100	1000	Baldwin	VO 1000	B-B	60,834	243,335	1942	1
301	1600	Alco-GE	RS-3	B-B	61,790	247,160	1952	2
302	1600	Alco-GE	RS-3	B-B	61,355	245,420	1953	3
303	1600	Alco	RS-3	B-B	61,190	244,760	1956	4

Effective date: April, 1978. Sources of information: C&NWT, Michigan Northern. Units on present roster: none.

(1) 100 was inherited by the C&NWT, renumbered 86 (1/58); then repowered by GM-EMD (1959).
(2) 301 was inherited by the C&NWT, renumbered 905 (1/58); then renumbered C&NWT 406, then sold to Precision Engineering (6/68).
(3) 302 was inherited by the C&NWT, renumbered 1553 (1/58).
(4) 303 was inherited by the C&NWT, renumbered 1554 (1/58); then retired and sold to the Michigan Northern, renumbered 1554 (11/77). If its service proves reliable, it will be renumbered MN 1604.

Live Oak, Perry & Gulf Railroad
(Merged into Live Oak, Perry & South Georgia Ry., Dec. 31, 1971)

298-299	1750	GM-EMD	GP9	B-B	44,800	253,680	1955	1
300-301	600	GE	70-ton	B-B	34,400	137,600	1946	2
302-303	1750	GM-EMD	GP9	B-B	44,800	253,680	1955	1
6250-6251	1750	GM-EMD	GP9	B-B	44,800	253,680	1955	1

Effective date: April, 1978. Sources of information: Southern Ry. System, Conner Steel, Vulcan Materials. Units on present roster: none.

(1) 302-303 were renumbered 298-299 (1965), then 6250-6251 (1969), then inherited by the Live Oak, Perry & South Georgia, renumbered 6250-6251 (1971).
(2) 300 sold to GM-EMD in trade for new power (3/14/70). 301 sold to Birmingham Slag, renumbered 34 (1956); then sold to Vulcan Materials, renumbered 4334; then sold to Conner Steel, renumbered 4334 (1971).

Live Oak, Perry & South Georgia Railway

6250-6251	1750	GM-EMD	GP9	B-B	63,420	253,680	1955	1

Effective date: Dec. 29, 1977. Sources of information: Southern Ry. System. Units on present roster: 6250-6251.

(1) 6250-6251 were originally Live Oak, Perry & Gulf 302-303; then LOP&G 298-299 (1965); then LOP&G 6250-6251 (1969); then LOP&SG 6250-6251 (1971).

Lake Superior & Ishpeming Railroad

1001-1003	1000	Alco-GE	RS-1	B-B	?	?	1951	1
1501-1503	1500	Alco-GE	RS-2	B-B	57,500	228,200	1949	2
1604-1605	1600	Alco-GE	RS-3	B-B	61,575	247,000	1950	3
1606-1607	1600	Alco-GE	RS-3	B-B	66,575	247,000	1953	3, 4
1608	1600	Alco	RS-3	B-B	61,575	247,000	1954	
1609-1610	1600	Alco	RS-3	B-B	61,575	27,000	1955	5
1611	1600	Alco-GE	RS-3	B-B	61,575	247,000	1950	6
1800	1800	Alco Pr.	RSD-12	C-C	85,650	360,000	1956	7
1801	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1956	
1802	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1957	
1803	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1959	
1804	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1963	
1805-1807	1800	Alco Pr.	RSD-12	C-C	85,650	360,000	1956	?
2300-2301	2250	GE	U23C	C-C	91,600	360,000	1968	
2302	2250	GE	U23C	C-C	91,600	360,000	1969	
2303-2304	2250	GE	U23C	C-C	91,600	360,000	1970	
2400	2400	Alco Pr.	RSD-15	C-C	69,800	382,000	1959	8
2401	2400	Alco Pr.	RSD-15	C-C	69,800	382,000	1959	8
2402	2400	Alco Pr.	RSD-15	C-C	69,800	3 2,000	1960	8
2403	2400	Alco Pr.	RSD-15	C-C	69,800	382,000	1960	8
2404	2400	Alco Pr.	RSD-15	C-C	69,800	382,000	1959	8
2405	2400	Alco Pr.	RSD-15	C-C	69,800	382,000	1960	8
2500-2501	2500	GE	U25C	C-C	90,500	360,000	1964	

Effective date: Feb. 28, 1978. Sources of information: LS&I, General Electric, Calumet & Hecla, George R. Silcott, Sabine River & Northern, British Columbia Ry., Atchison, Topeka & Santa Fe. Units on present roster: 1604, 1608, 1800-1807, 2300-2304, 2400-2405, 2500-2501.

(1) 1001 was sold to George R. Silcott, renumbered 1001 (12/67); then sold to L.B. Foster, then sold to the Sabine River & Northern, renumbered 1001; then renumbered SR&N 101 (7/73), then sold to Houston Chemical Co. Nos. 1002-1003 were sold to the Calumet & Hecla, renumbered 205-206 (10/67, 12/67); then sold to S.P. Ojala Salvage. SPOS 205 was sold to Continental Grain, renumbered 205.

(2) 1501-1503 sold to George R. Silcott, renumbered 1501-1503; then sold to Peabody Coal Co., renumbered 1501-1503 (1969).

(3) 1605-1606 sold to the British Columbia Railway, renumbered 559-560 (2/72).

(4) 1607 sold to General Electric, scrapped (1/65).

(5) 1609 sold to Continental Grain, renumbered 207. 1610 was scrapped.

(6) 1611 was originally Chicago, Rock Island & Pacific 450, then GE 450, then LS&I 1611 (1966), then George R. Silcott 1611, then Rail-to-Water Transfer 102 (6/72).

(7) 1800, 1805-1807 were originally Chesapeake & Ohio 6700-6703; then C&O 2007-2010; then Baltimore & Ohio 2007-2010 (8-9/69); then LS&I 1800, 1805-1807 (1972). These units have been leased to other railroads by LASCO, an affiliate of the LS&I.

(8) 2400-2405 were originally Santa Fe 802, 807, 841, 844, 810, 838; then ATSF 9802, 9807, 9841, 9844, 9810, 9838; then LS&I 2400-2405 (1975).

Lake Superior Terminal & Transfer Railway

100-102	1000	GM-EMD	NW2	B-B	?	?	1948
103-104	1000	GM-EMD	NW2	B-B	?	?	1949
105	1200	GM-EMD	SW1200	B-B	?	?	1957

effective date: March, 1978. Units on present roster: 100-105.

Lake Terminal Railroad

821-824	800	GM-EMD	SW8	B-B	57,000	230,000	1951	
825	800	GM-EMD	SW8	B-B	57,000	230,000	1951	1
1001-1008	1000	GM-EMD	NW2	B-B	61,000	248,000	1947	2
1009-1015	1000	GM-EMD	NW2	B-B	61,000	248,000	1948	3
1016-1020	1000	GM-EMD	NW2	B-B	60,800	248,000	1949	
1021	1000	GM-EMD	SW1001	B-B	60,000	248,000	1968	
1022-1024	1000	GM-EMD	SW1001	B-B	?	?	1969	

Effective date: June 23, 1969. Sources of information: LT, U.S. Steel, Northampton & Bath, Bessemer & Lake Erie, Birmingham Southern, American Cast Iron Pipe. Units on present roster: 821-825, 1011, 1014-1024.

(1) 825 was originally Donora Southern 809, then LT 825.
(2) 1001-1002 sold to the Northampton & Bath, renumbered 1001-1002 (1954). N&B 1002 sold to the Bessemer & Lake Erie, renumbered 286 (2/73). 1003-1004 sold to the Union, renumbered 561-562 (1962, 1964). 1005-1008 sold to U.S. Steel (1968, 1963, 1963, 1965), renumbered 22, ?, 17, 82.
(3) 1009-1010, 1012-1013 were sold to the Birmingham Southern, renumbered 21-24 (1962). BS 22-23 sold to Birmingham Rail & Locomotive, renumbered 22-23 (11/67). BR&L 22 sold to Arkansas Cement, renumbered 514 (11/67). BR&L 23 sold to George R. Silcott, renumbered 23; then sold to the Marinette, Tomahawk & Western, renumbered 23 (1/68). BS 21, 24 sold to American Cast Iron Pipe, renumbered 102, 104 (2/69). ACIP 104 was scrapped.

The Lakeside and Marblehead Railroad
(Abandoned July 31, 1964)

10-11	600	GE	70 ton	B-B	35,000	140,000	1949	1
12	1200	GM-EMD	SW7	B-B	62,000	250,000	1950	2
13-14	800	GM-EMD	SW8	B-B	57,500	230,000	1952	3

Effective date: March, 1978. Sources of information: L&M, Contintal Steel, George R. Silcott, ACF Industries, Standard Slag. Units on present roster: none.

(1) 10 sold to Continental Steel, renumbered 107 (1955). 11 sold to American Car & Foundry, renumbered 5346 (12/52); then sold to Luria Brothers, Lipsett Industrial Div. (4/63), then sold to the St. Johnsbury & Lamoille County, renumbered 55 (2nd) (4/63), and is now stored on the property of the Montpelier & Barre, an affiliate of the owner of the SJ&LC.
(2) 12 sold to E.T. Pitcher (12/63), then to George R. Silcott, then to McLouth Steel (12/4/63).
(3) 13-14 sold to Standard Slag, renumbered 50-51. Standard Slag 50 sold to Adolph Coors, renumbered 995.

Lancaster and Chester Railway

50	650	Whitcomb	65DE19a	B-B	32,500	130,000	1944	1
51-55	650	Whitcomb	65DE19a	B-B	32,500	130,000	1944	2
60-62	600	GE	70 ton	B-B	35,000	140,000	1950	3
63	600	GE	U6B	B-B	?	?	1959	4
90-91	900	GM-EMD	SW900	B-B	61,465	249,010	1965	

Effective date: Sept., 1969. Sources of information: L&C, Laurinburg & Southern. Units on present roster: 90-91.

(1) 50 was originally U.S. Army 8146, then L&C 50 (9/46;, then Mississippi Valley Equipment Co. 50, then Northwest Cement, where it received no number.
(2) 51 was originally U.S. Army 1330, then USA 8404, then L&C 51 (9/46). 52-55 were originally USA 8456, 8455, 8493, 8426; then L&C 52-55 (9/46). L&C 51-55 sold to the Mississippi Valley Equipment Co., renumbered 51-55. MVE 51 sold to the Allegheny & South Side, renumbered 100. MVE 52 sold to Babcock & Wilcox, renumbered 2; then sold to the Deitch Co., renumbered 2. MVE 53 sold to Dominion Foundry & Steel, renumbered 8. MVE 54 sold to Newport Steel, where it received no number. MVE 55 sold to Cleveland Quarries, then to Material Services, renumbered 49-0148.
(3) 60-61 sold to Pan American Engineering, renumbered 60-61 (11/65). PAE 60 sold to the Hudson Bay Mining & Smelting, renumbered 5 (1/66). PAE 61 sold to the South Carolina State Ports Authority, renumbered 106; then sold to Airco Alloys & Carbide (2/74). 62 sold to the Laurinburg & Southern, renumbered 104 (12/65).
(4) 63 was leased from ge and used during 1959, then returned to GE and sold to the Philippines.

Laona & Northern Railway

4	----	Vulcan	----	2-6-2	21,760	179,600	1916	1
101	?	Vulcan	45-ton	B-B	22,500	90,000	1941	2
102	300	GE	45-ton	B-B	22,500	90,000	1942	3
103	650	Whitcomb	65DE19a	B-B	32,500	130,000	1944	4

Effective date: July 18, 1960. Source of information: L&N. Units on present roster: 4, 101, 103.

(1) 4 was originally Fairchild & Northeastern 12, then Birmingham Rail & Locomotive, then Connor Land & Lumber 4 (10/26), then L&N 4.
(2) 101 was originally Quarter Masters' Corps 4554, then U.S. Army 7435, then Connor Land & Lumber 101 (10/48), then L&N 101.
(3) 102 was originally Naval Supply Depot AL-2, then U.S. Navy 65-00246, then L&N 102.
(4) 103 was originally U.S. Army 8497, then Green River Steel ?, then L&N 103.

PASSENGER TRAIN SURVEY

BY RAMONA K. McGUIRE

AMTRAK SHOULD surely lure riders with the new bargain excursions in effect through next May 25th. One-way fares remain the same, but return-trip prices depend on the cost of the going trip. If a one-way fare is under $25, round trip will cost you only $5 more. If $25 to $49.99, only $10 more. If $50 to $74.99, only $15 more. If $75 and up, only $20 more.

Rates apply to trips of at least 250 miles one-way on the same train. Children under 12 pay half the special rate. Previous excursion fares offering 25% discounts remain in effect for many trips under 250 miles and in the Northeast Corridor where the new rates do not apply. The special four-day $33 New York-Montreal rate continues.

You can use long-distance tickets 40 days after purchase, while short- and medium-distance tickets will be honored for 35 days. Excursion travel is restricted on holiday trains that run Dec. 21-26, Dec. 28-Jan. 2, and April 13-15. U.S.A. Rail Pass costs you $169 for 14 days, $219 for 21 days, $259 for 30 days.

Anyone traveling by train on business or pleasure may join members of Amtrak's national operations department in evaluating the level of on-board service. Amtrak employes get forms stapled to their expense reports. Regular passengers have to order their forms from Amtrak's forms control department in Washington. The forms should be made available by on-board personnel, but they aren't.

AMTRAK has leased 15 P30CH locomotives to the Southern Pacific for commuter service between San Francisco and San Jose. SP operates 22 trains in each direction daily. Locomotives 705 and 711 were on the line the same day they arrived. The lease terminated last Columbus Day.

TRANSPORTATION SECRETARY BROCK ADAMS' plan to slice 8,100 miles from Amtrak's 27,000 miles has been derailed, at least temporarily, by a 267-127 vote by the U.S. House of Representatives. The House and Senate conference committee stipulated that "fares should be raised to reflect the true cost of providing passenger services." I can think of a lot of causes less worthy than rail travel for which the government spends the taxpayers' funds.

A NEW SCHEME for Amtrak's rerouting on the West Coast has been offered by the California Department of Transportation. The plan is to reroute the *Coast Starlight* east from Davis to Sacramento, thence to Marysville and Chico. State transportation director, Andriana Gianturco, avers that this would add more than a million people to the *Coast Starlight* marketing area and could result in a 45% passenger increase.

"If this proposal were implemented by next April," she says, "total running time would actually be reduced by about 15 minutes . . . because of higher speeds . . . with new locomotives and cars scheduled to go into service at that time."

I can't visualize success for this plan because, according to the outlines, it involves one or two changes from Southern Pacific to Western Pacific tracks. Personnel cost would be prohibitive; crew change time and switching is always time-consuming, and marketing area increase is not what it seems.

San Joaquin Valley passengers wishing to board the *Coast Starlight* may presently make evening connections by riding Amtrak's *San Joaquin,* Train 711. Moreover, the distance from Sacramento to Davis can be covered in a 15-minute freeway drive from the Sacramento Amtrak depot. Also, it seems likely that the trip from Redding, Calif. (my home town), to the Bay Area would necessarily be much longer in time and mileage. I just don't see how faster equipment could go any faster on the east side than on the west side!

BRITISH COLUMBIA RAILWAY'S ridership increased by 19% in 1977, despite a continued lack of advertising. However, that bright statistic is tempered by bleak contrasting figures: cost of 12.9 cents per passenger-mile compared with revenue of only 4.1 cents per passenger-mile.

JAPANESE NATIONAL RAILWAYS are bidding on a $1 million contract for further planning of a high-speed rail passenger service in Ohio. The study will include engineering design, proposed rail routes, terminal locations, cost of land acquisition, and potential benefits of the system.

State Rep. Arthur Wilkowski of Toledo estimates the cost of the rail network at $1.5 billion, but said it could pay for itself over the long haul while meeting the state's future ground transportation needs. He conceded that its financing remains questionable.
tionable.

Down by the Depot

RESURGENCE of interest in renovating railroad depots is shown in news clippings sent to me from northeastern Canada to southwestern U.S. Uses range from museums to the original reason they were built for: ticketing and cosseting passengers.

Canadian Pacific is renovating its great Windsor Station in Montreal over several years, at a cost of $15 to $18 million. Chairman Ian Sinclair said: "We

thought the station would come down. But people got warmed up about this plan and we decided it was cheaper to renovate than fight. Now, perhaps, the station will never come down." If VIA's plans get off the drawing board, only commuter trains and Amtrak's *Adirondack* will be using the station next summer.

Since 1972 Union Pacific has donated more than 40 passenger terminals to their communities. The Troutdale, Ore., station is now a police station and museum. The Fullerton, Calif., building is a restaurant. Pullman, Wash., has a bank in its old terminal. In many small communities the depot is the town's most historic building.
ing.

Omaha's Union Station has become the Western Heritage Museum, site of cultural events and exhibits. If you are in the vicinity, visit the UP Museum at 1416 Dodge Street. I did, four years ago, and went back there every day I was in Omaha. Original Howard Fogg paintings, furniture from Lincoln's funeral car, and other rare exhibits are on display.

Ogden, Utah, is presently restoring the depot (still used by daily runs of the *San Francisco Zephyr,* Train 5-6) into a museum and convention center. Similar plans are in the works for the Kansas City depot. This latter is still just a gleam in several eyes, however, as no less than 12 railroad companies own it.

Seaboard Coast Line depot in Hamlet, N.C. (built circa 1895), houses both Amtrak ticket offices and a museum. Elton L. Cook is president of The National Railroad Museum & Hall of Fame, Inc., which has spearheaded its restoration.

A former Lehigh Valley freight station, now owned by Conrail, is being converted to passenger use, which is unusual. The $198,000 renovation contract for the Buffalo, N.Y., area will provide the first rail passenger facility there in 16 years. A trailer-type service will be used until the renovation is completed.

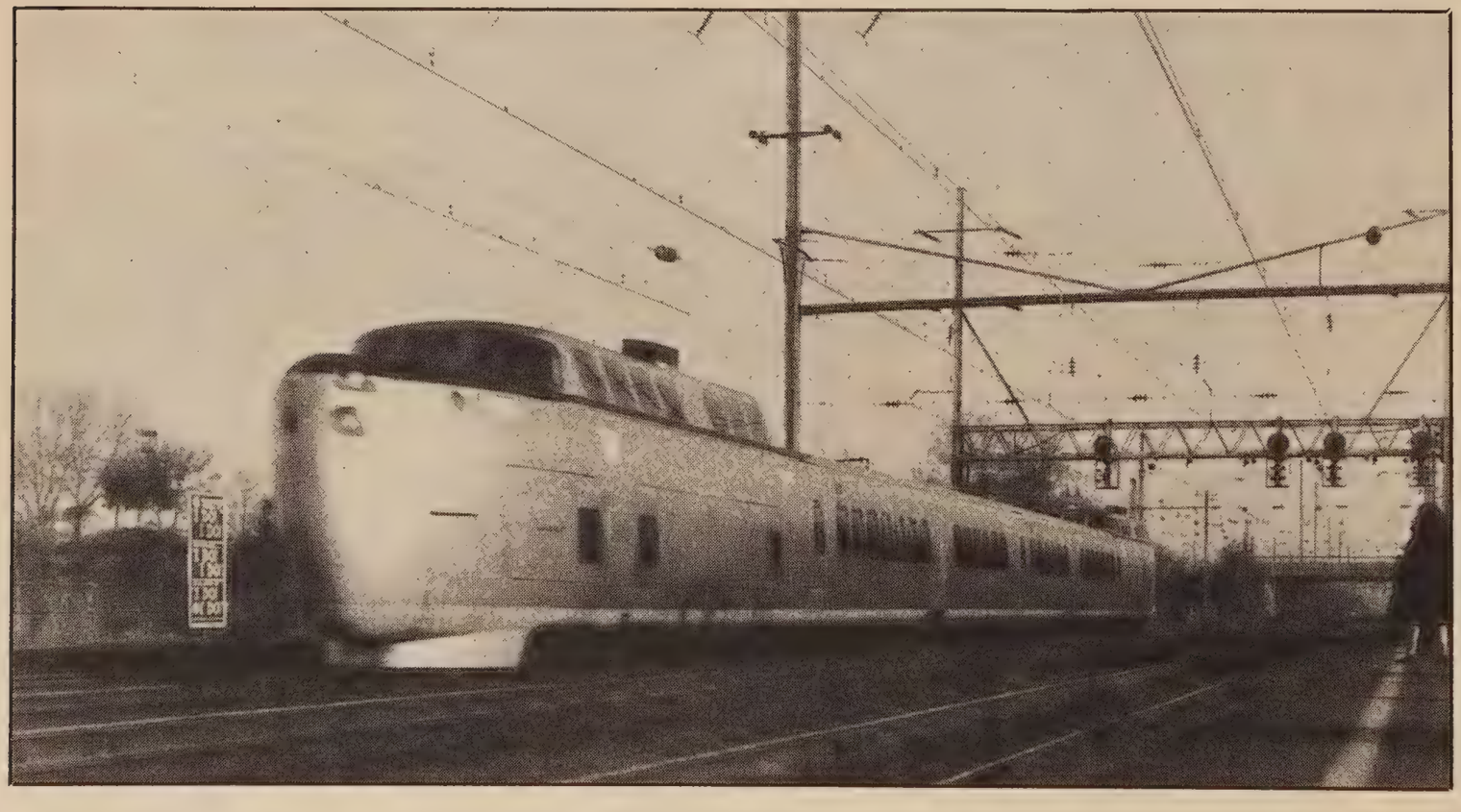
Penn Central Station in Pittsburgh may be rejuvenated through the efforts of the Pittsburgh History and Landmarks Foundation. The Foundation has joined with the Federal Railway Association in a $50,000 study of possible uses for that edifice. The 12-story building erected in 1900-'02 could possibly become a 300-room hotel in conjunction with the new Convention Center now being built. I like that a lot better than another plan, which calls for erecting a small station-within-a-station and boarding up and sealing off the rest of the building.

Circus Train

IF A TRAIN carries people who aren't crew members and if they are looking out the vestibule doors, is it then a passenger train in the sense of being included in our Passenger Train Survey? Applying this rather liberal definition of "passenger," I recall a sight that greeted my eyes and ears as the crossing arms came down and blocked my homeward path while driving home after work one September afternoon. The sight was the Ringling Bros. and Barnum & Bailey "Greatest Show on Earth" circus train. Its 35 cars whipped by with sights you seldom see outside of zoos: elephants calmly chomping hay, lions and tigers suitably ferocious, and a llama or two looking inscrutable, as they always do.

The circus train had been delayed by a cement-mixer truck stalled on the tracks near Cottonwood, Calif. Casualties included one cement truck (sans driver, who had seen the Mars headlight down the track and didn't care to get a closer look), one small dent in the lead unit's pilot, and a slight delay which the conductor probably listed under "Unusual occurrences."

An unusual occurrence indeed! The circus train itself is unusual these days and I was fortunate to see it. Actually, the railroads handle circus trains in the passenger train category, but not at passenger train speed because that would make some of the animals nervous or sick.



SEND PASSENGER TRAIN letters and comments to Miss Ramona K. McGuire, 2235 Tehama, Apt. 7, Redding, Calif. 96001. Thank you!

Anshan Street Railway car at Anshan, a city of 175,000, in Lidoning province, People's Republic of China (Red China) in July, 1978. This line was omitted by Earl Clark in his listing of World Electric Lines. Henry E. Bender, Jr., 6257 Solano Drive, San Jose, Calif. 95119

TRANSIT TOPICS

BY STEVE MAGUIRE

HAVING RECEIVED only 135 of the 175 Light Rail Vehicles ordered from Boeing Co. at Ridley Park, Pa., the Boston Massachusetts Bay Transportation Authority has cancelled the remainder of its $30 million purchase. Breakdowns of motors, air-conditioning units, doors, and other parts of the modern LRVs, designed by federal planners, have been so frequent that many cars are being stripped for parts to keep the rest running. According to James J. Slattery, a Boston Carmen's Union official, only 45 of the new vehicles were in service while others were lying around idle and without parts needed for operating.

The problem is compounded by MBTA's failure to order replacement parts that Boeing recommended a year ago, but management said the Dukakis administration in the State House had not budgeted money for them. David Gunn, MBTA Director of Operations, notes that while the new cars are difficult to maintain, the Boeing firm is cooperating in efforts to keep them rolling. Of the 135 LRVs already delivered, Gunn found ten in need of excessive repair, due to accidents, and three others suffering less damage.

Since the cars' arrival, some 200 modifications and changes have been required, with work lasting from two hours to five weeks. Even though the traction motors are designed to last 200,000 miles, Gunn said 34 have failed in the past 18 months, which is a matter for the warranty program. Eight back-up motors, bought to meet emergencies, were put into service before any stripping was done. In addition, air-conditioning units in the cars have broken down repeatedly. "In the summer, we were losing 10 units a day," Gunn reported.

Joseph Wood, president of Local 269 of Boeing's United Auto Workers, warns that Boeing may void its warranty on the new cars if it is verified that MBTA did not follow through on the maintenance recommendations.

"Cars built for the Chicago Transit Authority during the same period have been far more successful," he said. "Chicago followed the Boeing maintenance program and purchased necessary parts. As a result, the cars have been operating almost error-free and with a minimum of down time. When you don't have a proper maintenance program, cars can get run down."

Also on the MBTA, monthly transit passes have been very successful. For a flat fee deducted once a month from an employee's pay check, he or she receives a pass good for unlimited rides on the trolley system. For a few dollars more, he or she could take countless

Photograph by Stephen D. Maguire

After a spell of cold and snow, a shift in the wind brought on milder weather and sloppy going, then a January thaw took over in 1939 as York Railways 327 and 322 pass in Dallastown, Pa., on interurban line to Windsor.

rides on longer routes on any of Boston's subways, buses, or commuter trains.

The pass program operated by MBTA with the help of employers is the first of its kind in the country. Started four years ago, the program attracts riders by promising reduced fares and convenience. Pass program officials also are trying to make the pass more appealing by making arrangements with local museums and other attractions for discounts to passholders.

ALLEGHENY COUNTY Port Authority will get state grants of more than $20 million, of which $6.4 million will go toward building the PAT light rail rapid transit system in South Hills, Pa. Federal aid is expected to finance 80 percent of the $400 million project, the rest by the county. Included in the package is $900,000 for rehabilitation of the South Hills trolley system.

MORE THAN HALF of the Conrail electric M.U. cars serving the Morris & Essex Division of the former Delaware, Lackawanna & Western had to be taken out of service because of burned-out motors. The 50-year-old cars will be replaced with new equipment as soon as the trackage is modernized and re-electrified in the early 1980s in a state project expected to cost $315 million.

News of the Subways

MORE THAN 50 years ago, the Hudson & Manhattan tube lines experimented with using some of its subway cars for women only. We never learned why or when the project was terminated. Steve Scalzo of Chicago reports on a similar attempt, begun a few weeks ago, to separate the sexes on trains in one of Mexico City's three subway lines.

Mexican transit officials said that separating the sexes during rush hour was necessary to save women from fanny-pinching, fondling, and other chauvinistic assaults they suffer in the city's overcrowded subway trains and stations. Some of that probably goes on in subways all over the world. In Mexico City, couples got separated and departures were delayed as police spent time removing men from the first three women-only cars of each nine-car train.

Patricia Arrieta, 19, said: "Thank God for the program! We were fed up with the shoving and grabbing and with the men's dirty language."

DESPITE a decline in ridership, crowding on the New York City Transit Authority subway lines remains severe, judged by national standards, according to a report by Boris Pushkarev which appeared in *Notes,* monthly publication of the Committee for Better Transit, P.O. Box 3106, Long Island City, N.Y. 11103. The report says that some 70 percent of the subway trains entering the Manhattan central business district are overcrowded, while on other rapid transit systems in the nation only 20 percent of the trains have that problem, based on 5.4 sq. ft. of gross vehicle floor-space per passenger, adopted as standard of comfort. Perhaps by coincidence, no sooner had this report been issued than the Transit Authority announced it was putting 56 more subway trains in service.

Museums Heard From

WHEN the Halton County Radial Ry. operating trolley museum line at Rockwood, Ont., Canada, obtained the body of former London & Pt. Stanley passenger trailer No. 3 a few years ago there were no seats in the car and apparently no prospects of getting a complete set of them anywhere. An almost incredible piece of good luck came recently when the Hawker Siddeley carbuilding plant at Thunder Bay, Ont., received an order for 200 passenger cars for the National Railways of Mexico. One of the requirements of the Mexican officials was for pull-over seats to be installed in all the new cars.

This type of seat had not been manufactured for years and Hawker Siddeley started looking around for seats to use as a pattern. Luckily, they contacted the Halton museum and learned that the pull-over seats in L&PS interurban 8 were the type needed. From one of these seats Hawker was able to design new ones for the Mexican cars. The new seats have a number of modern components but retain the basic characteristics of the old seat style.

For its help in designing the new seats, Hawker gave the museum a complete set of seats to be used in the restoration of control tailer L&PS No. 3. This news comes from *Radial Report,* regular publication of Ontario Electric Railway Historical Assn., Box 121, Scarborough, Ont., Canada.

In other news, the Halton Radial museum has purchased former Toronto track plow TP-11 from Toronto Transit Commission for $400. It was built in 1945 by National Steel Car Co. Recently the museum loaned its old Toronto deck-roofed trolley 1326 for the 100th anniversary of the Canadian National Exhibition at Toronto. The 1326 was displayed, along with a horsecar, a PCC, and a new Canadian Light Rail Vehicle.

CALIFORNIA RAILWAY MUSEUM, at Rio Vista Jct., Calif., has received professional help in designing a new building that will house not only its finest cars but also a library, a bookstore, archives, and an artifacts display area. The help came from a class of fourth-year students of Professor Marcel Sedletzky at California Polytechnic in San Luis Obispo, who spent 14 weeks designing such a building. The result of this effort was 14 proposals that included both models and drawings.

AT KENNEBUNKPORT, Maine, three PCC cars have been added to the roster of Seashore Electric Railway. All are former Boston MBTA equipment. Included are all-electric 3221, Pullman-Standard 3274, and ex-Dallas 3342, which will be restored to its original appearance when it ran as number 608 in Dallas, Texas.

Seashore has also obtained a small trolley station shelter built in 1900 by the Exeter, Hampton & Amesbury, formerly located at Hampton Beach, N.H. It will be used as a commissary for former North Shore dining-car 415, now

in use at the museum. And Seashore recently loaned two ACF buses for use in filming a new movie about the great Brink's robbery in 1950.

New Electric Publications

FOR THE FIRST time in our experience, two hardbound books covering the same subject were published simultaneously by different authors. *The History of the St. Louis Car Company "Quality Shops,"* by Andrew D. Young and Eugene F. Provenzo, Jr., 302 pages, 8½x11", $16.50 from Howell-North Books. (Available from Railroad Magazine Book Service.) This book is a direct result of the gift of the business records and photographic files of St. Louis Car Co. to Washington University in St. Louis by Edwin B. Meissner, Jr., head of General Steel Industries who controlled SLCC in its last years until its closing in 1973.

When these records were given to the university, co-authors Young and Provenzo were in the Graduate Research Assistant program there. Their interests were sparked by the wealth of historical material in photographs, correspondence and memorabilia, which inspired this volume, and traces in detail the workings of the company from its inception in 1875 to its demise. Its product line expanded from the horsecars of 1875 to include trolleys, interurbans, railcars, subway-elevated cars, trucks, and fareboxes. The book has over 400 illustrations from SLCC files, most of them never before published, an index and a bibliography; also good quality paper and large type.

The other book is *From Horsecars to Streamliners: An Illustrated History of the St. Louis Car Company,* by Alan R. Lind, 400 pages, 400 illustrations, 8½x11", hardbound, available at $22.10 from Transport History Press, P.O. Box 201, Park Forest, Ill. 60466. As the author did not have the advantage of the SLCC material contained in the Washington University archives, this is primarily a history of the products of the car company. At least 83 pages are full-page reproductions from SLCC car catalogues, while 62 pages are devoted to a job order list from 1899 to 1973 prepared by James J. Buckley of Chicago.

York County Trolleys, by Benson W. Rohrbeck, 89 pages, 6x9", with soft cover and spiral binding, is a slightly enlarged version of a booklet published in 1970 by the author on the city and interurban lines of York Railways. A small connecting line, the Hanover & McSherrystown St. Ry. also is covered. There are about 12 full pages of historical text; the balance includes photos, maps, and a roster. Available for $8.25 from the author at 1003 N. Chester Rd., West Chester, Pa. 19380.

STUDENTS of interurban history may be interested in a report on passenger transportation in Northwestern Indiana of the past and present between South Bend and Chicago, prepared by the Institute for Urban Transportation of the School of Business at Indiana University in Bloomington, Ind. This report recommends that the Chicago South Shore & South Bend passenger service be continued because it is the safest, fastest, most energy efficient, and the least costly mode of commuter transportation in the corridor.

The Transportation Corridor in Northwest Indiana, a 247-page report, 8½x11", with soft covers, contains no photos, but many maps, graphs, and diagrams and a brief history of commuter transportation in the area. Presently, only a few copies are available. Additional copies, expected in early February, can be purchased from National Technical Information Service, 5285 Port Royal Rd., Springfield, Va. 22161.

ORIGINALLY PUBLISHED in 1975, *The St. Charles Street Car,* or *The New Orleans & Carrollton Rail Road,* by J.L. Guilbeau, has been revised and reprinted and can be obtained from the author at 6644 Louis XIV, New Orleans, La. 70124 for $3.25. This 69-page booklet, 6x9", has soft covers and stapled binding. It gives the early history of New Orleans' first streetcar line that still operates after a record 145 years! There are some early sketches, drawings, and maps but few photos.

James L. Alain, Pine Stump Jct., Chassell, Mich.

New Orleans St. Charles streetcar reaches outer end of the line on South Carrollton at Clairborne, La., on July 16, 1978.

1979 North Shore Line calendar featuring 11 fine, hitherto unpublished views of the North Shore line, 8½x11", is offered by Joe L. Diaz, 619 Belden Ave., Chicago 60610. Printed on fine heavy paper at $3.50.

SEND TRANSIT NEWS, recordings, and transit books for review to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719.

"NEW" LAKE SHORE ELECTRIC

Ride again the famed Lake Shore Electric and its important connections between Cleveland, Toledo, Detroit and Lima. This big and complete book is written by Harry Christiansen, noted Cleveland newspaperman and transit executive. This new volume contains 200 pages, 120,000 words and 530 photos, maps, timetables and drawings. It is published by the famed Western Reserve Historical Society. Included also is the complete history of the Detroit, Monroe and Toledo—a book in itself. The Lima route is also thoroughly covered, along with the little known Fremont streetcars and the Put-In-Bay-Trolleys. It's all here—photos of virtually every car owned by the LSE. Stations, stops, siding, powerhouses, and a wealth of nostalgia. Also the LSE is covered as it exists today. A complete explorer's guide—first time in any rail history. Where to find cars, stations, right-of-ways in the world of today. It incorporates material found in the original small "Lake Shore Electric" and "Northern Ohio Interurbans." Owning the book is like owning the entire railroad of yesterday. The most important addition of 1978 to your library, not complete without it!

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BOOKS OF THE RAILS

BY GORTON T.H. WILBUR

Riding a troop train was not the ultimate of luxurious travel, as any GI of WW2 will tell you, whether it was heading through the Sierra Nevada mountains on the Southern Pacific with a cab-forward on the point, or highballing out of Dixie for some northern port of embarkation, and the great European adventure.

THE IRON HORSE AT WAR, by James E. Valle, 256 pages, 8½x11″, hardbound, photos, text, Howell-North Books, $12.50. (Available from Railroad Magazine Book Service).

Following long years of Depression that weakened the nation's railroads, World War II hit the U.S. Those historic years 1941-45 proved to be a unique and dramatic chapter in railroad history. Steam reached its twilight era and the diesel had come to stay. Vast floods of war material, foodstuffs, manufactured items, troops trains and regular passenger trains had to be moved and quickly.

The story of this movement, in so far as the Santa Fe was concerned, mainly by steam from Chicago to Los Angeles, is graphically told through the camera work of Jack Delano, a talented young lensman working on assignment for the U.S. Office of War Information. Using his official credentials, he haunted roundhouses, freight yards, passenger depots, dispatchers' offices, repair shops, engine cabs, hacks, and interlocking towers with complete freedom to record everything visible.

Steam afficionados will be impressed with these sharp, glossy-page pix. To many of us who rode troop trains bound for our great Pacific adventure, it brings back a torrent of memories, most of which were not good. But at least the Santa Fe did its jobs in getting us to our jumping-off point in the San Francisco area. Like this book by James Valle, a job well done, and very interesting, too.

RHYMES OF THE RAILS, by Ralph Simmons, 128 pages, 5½x8¼″, hardbound, text, Vantage Press, $5.95. (Available from Railroad Magazine Book Service.)

Simmons was a fireman on many of the trains he has written poems about. Most are narrative, many of them recalling adventures behind fast freights in storm or under fair skies. In one poem he pays tribute to the gifts of Robert W. Service, the famed Alaskan and Yukon poet. Service stands tall indeed at least in the north country. There are no imitations of him within these pages, but Ralph Simmons shares his ability to tell a story in verse. He also feels passionately about the Indian situation and retells the story of the battle at Little Big Horn, from the redman's viewpoint. It's a good book for random reading.

LOCOMOTIVES 1-999 OF THE JERSEY CENTRAL, by Warren B. Crater, 105 pages, 8½x11″, softbound, photos, diagrams, rosters, published by The Railroadians of America, Inc., $7.50. (Available from Railroad Magazine Book Service).

Our book section this month features sundry dedicated rail historians of which Warren Crater of The Railroadians of America takes his place. I don't think there are too many people around who know more about Jersey Central steam than Warren, and this book is a valuable contribution to rail history.

Warren Crater writes that *Locomotives of the Jersey Central* was originally published in 1957 and sold out in a few years. Requests for reprints, some errors and additions which have come to light, make reprinting feasible. This volume will include only the steam locomotives (a diesel book is in the works) with a much enlarged photo section and added diagrams of the principal classes. *Locomotives of the Jersey Central* is not presented in the usual form of history. Instead, we relate developments as though telling a story. Local in nature as it is, its acceptance naturally will be limited. For this reason, too, reprinting is not likely.

Periodicals and Journals

THE RAILROAD ENTHUSIAST, edited by Peter A.R. Campagna, assisted by Laurence M. Blake, Jr. and Bruce E. Thorne, for the The Railroad Enthusiasts, Inc. Correspondence and editorial matter should be sent to Pete Campagna, 1415 Palisade Ave., Union City, N.J. 07087. This fine national body has been without a steady members' organ for too long. As Bill Webber, rail historian, has often said, any such organization without a booklet or magazine is flirting with membership trouble. Bill and other RREers like the new publication. If this 1977 combined

issue is any criterion of the future, we've got something worthwhile to expect. The articles are interesting and the photos sharp on glossy paper.

JULY 1883 OFFICIAL RAILWAY GUIDE TO COLORADO published by the Mobile Post Office Society, 4621 Don Jose Dr., Tucson, Ariz. 85718, $7 postpaid. This is an attractive 120-page reprint of a rare historical guide. Included are timetables of Colorado railroads of the 1880s familiar to many of you with their connections, fare schedules, descriptions, Philatelic Exhibitions, known as ROMPEX. Mobile Post Office Society is built around the collection and study of the postal history of mail transit, transfer, and distribution by rail, water highway, and streetcar. Our latest info is that Transit Postmark Collector is still being edited by Warren F. Kimball, Jr., 21 Stonebridge Lane, West Hartford, Conn. 06107, for MPOS. It's a bimonthly, with good reading for rail philatelics. Write secretary Edwin B. Bergman, 5030 Aspen Dr., Omaha, Nebr. 68157.

SHORELINER, edited by Wm. G. Dulmaine, Jr., is issued quarterly by New Haven Railraod Historical & Technical Assn. Inc. Subscriptions in U.S. and Canada $9.50 for the first year, $9 thereafter. Foreign postage, $2 extra per year. Checks for *Shoreliner* and club info are handled by treasurer, Ronald Hall, 280 North Elm St., Wallingford, Conn. 06492.

THE BULLETIN, for Railroad Station Historical Society, edited by *Interesting Railfan* Wm. F. Rapp. 430 Ivy Ave., Crete, Nebr. 68333; pix, maps, diagrams. For $3 a year you can join RSHS, get *The Bulletin,* read about rural depots in the days of Morse operators and pot-bellied stoves, and learn how you can help to preserve threatened rail stations.

THE SANDHOUSE is edited by Mike Green for Pacific Coast Branch, Canadian Railroad Historical Assn., P.O. Box 1006, Station, A, Vancouver, B.C., Canada. Mike does a nice job for anyone interested in the railway history of western Canada and British Columbia. Also published during the year is *B.C. Rail Guide,* consisting of rail film sources and other helpful info.

RAILWAY MAGAZINE, edited by John Slater, issued monthly, costs $18.30 per year ($31.50 airmail) for U.S. or Canada subscribers. Published by IPC Transport Press Ltd., Dorset House, Stamford St., London, SE1 9LU, England. In a sense, this is the British equivalent of our own *Railroad Magazine.*

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Part of thousands who viewed railroadiana and visited Intermountain-NRHS's Railfar '78 last July at Golden, Colo. Dick Luckin of Intermountain hopes for an encore for Railfair '79 at Golden.

THE HOBBY CLUB

BY SY REICH

ONE OF OUR hobby pleasures is doing follow-ups on railfan projects. When a lot of time has gone by and we haven't heard from a Western rail museum which was going to try to buy an ex-lumber locomotive, for example, or an Eastern fan club planning an anniversary trip, we inquire: "Where have you been, old friend, and what's the latest?"

Take the case of the Wantagh Preservation Society on Long Island, N.Y. A while back Carl Waswo, a Long Island rail historian of much merit, told us about the proposed restoration of the Society's observation car *Jamaica.* Another member of that group, an equally learned historian, Warren Hiltonsmith, sends this answer to our inquiry to Carl:

"New York Telephone Co. has generously offered the services of its volunteer Community Relations team to the Wantagh Preservation Society, owners of the ex-LIRR business car *Jamaica.* Those volunteers will provide the skilled manpower. The Society will have to buy the necessary materials to complete the restoration of the 65-year-old car, once used regularly on the railroad's *Cannonball* and *Eastender.* The phone company is taking on the project as a community service project.

"The *Jamaica* and the old Wantagh depot, donated to the Society in 1969, complement one another perfectly at their present location on Wantagh Street in Wantagh. The Society also owns other important rail-oriented artifacts which it plans to install when the *Jamaica* and the 85-year-old station are restored. Included are a wooden diamond-shaped crossing sign; a wooden gateman's shanty, completely restored; a mail crane and bag; a set of semaphore arms, and a section of lightweight rail.

"We need financial support for this project. All donations are tax-deductible. Anyone giving $5 or more, will get a photo of the *Jamaica* standing beside the old station, suitable for framing. Make checks payable to Wantagh Preservation Society Jamaica Fund, Box 132, Wantagh, N.Y. 11793."

LOOKING AHEAD to July: another of Intermountain-NRHS Dick Luckin's pet projects Mile High Railfair '79 will be held at the same location, Jefferson County Fairgrounds, in Golden, Colo. New exhibits are being sought. The fair will be tied in with an exhibit of railroad paintings and photographs held during the same month of July at the Foothills Art Center in Golden. (Query to Dianne T. Rodwell; our current *Interesting Railfan;* will *you* be represented?)

Last July some 4,000 people attended the Intermountain-sponsored event, which had 85 exhibitions from 15 states. To give you an idea of its popularity, this was about 30 more than exhibited in 1977, the show's first year. Visitors came from 26 states, one territory, Canada, and even Sweden!

A new feature at '78 Railfair was a railphoto contest. No doubt this will be repeated next July. Of the 100 entries, a color shot of San Diego's passenger depot and a Santa Fe passenger train by Don Heiberger of Oklahoma City won the People's Choice ribbon in public voting. Other pictures were awarded ribbons by a panel of professional photographer judges.

WRITES Edward A. Davis, 1927 Division St., Baltimore, Md. 21217: "Too little coverage is given to commuter service in the Baltimore-Washington area. Much has changed over the years. More trains are running, especially B&O, and more coach trains, especially between Brunswick, Md., and Washington, D.C., on the west end. Many ex-Long Island commuter cars are being used. With 83 seats they are

ideal for such service. They have been rebuilt to some degree after being used a year ago on the *Chessie Steam Special.* The group called Railroad Passenger Cars, Inc. owns them. This group, many of whose members also belong to Baltimore-NRHS, put in many long hours of labor to restore the equipment. Last year's Chessie steam train included two RRP cars."

TERRY TIMM, advertising manager of the former C&NW Historical, Technical and Modeling Society, writes that, by membership vote, the group changed its name to the Chicago & North Western Historical Society, but its quarterly magazine is still called *North Western Lines.*

WEST COAST rail historian Fred Stindt, chairman of the Pacific Coast Chapter, Railway & Locomotive Historical Society, tells me that the Chapter, fearing cutbacks in Amtrak operations in the Far West, went all-out in running excursions and tours last year to prove that people do ride the trains. With a recent figure to go by, the Chapter contributed 204,758 passenger-miles to Amtrak. Can any other railfan body beat that figure? Fred also says that at the Old Sacramento exhibition area work in driving 800 concrete piles is done for the huge Railroad Museum. Bids have been received for building construction and the work on the structure itself should be under way soon. Completion date for the project is scheduled for the fall of 1980.

JOHN BENNETT of Tennessee Valley Railroad Museum is convinced that TVRM provides some kind of first among Southern rail museums. With the ending of the school year last June, 37 different schools brought 3,320 children through TVRM's museum at Chattanooga. John said it wouldn't have been possible to host this number of groups if it hadn't been for fellow TVRM members Sam Ferrell, Bob Ziegenfuss, Dr. Williams, James Baird, Tim Andrews, Jay Williams, Dr. Rogers, and Randy Freer, among others, helping to run these trips.

AT CHARNY, QUEBEC'S 75th anniversary fete last summer, the community's railway museum was officially launched. Called *L'univers du Rail,* it will promote and publicize Charny's heritage, the railway being the reason for its existence. Canadian National, the town's main employer, contributed much to the project. The museum will be made of discarded rail cars forming three exhibition trains. Expected are some 75 pictures and illustrations giving the historical background of Charny. An audio-visual presentation of a train trip between Quebec City and Montreal will illustrate train operations. The railway museum should be operational within five years.

ALSO IN CANADA, a new miniature exhibition in Victoria, B.C., at the Empress Hotel graphically tells the story of the construction of the Canadian Pacific Railway from Vancouver in 1885, advancing eastward to Canada's Atlantic provinces in the year 1915.

Two years in creation, it is one of the longest, largest, and most challenging miniature, three-dimensional scenes ever made. Over 110 feet long, it portrays realistic settings of the land, settlements, towns and cities of each era, with emphasis on exact detail and authenticity.

WARD J. CALDWELL, a trolley historian of 701 Pettibone Ave., Flint, Mich. 48507, writes that in a recent issue we mentioned a railroad in Okinawa.

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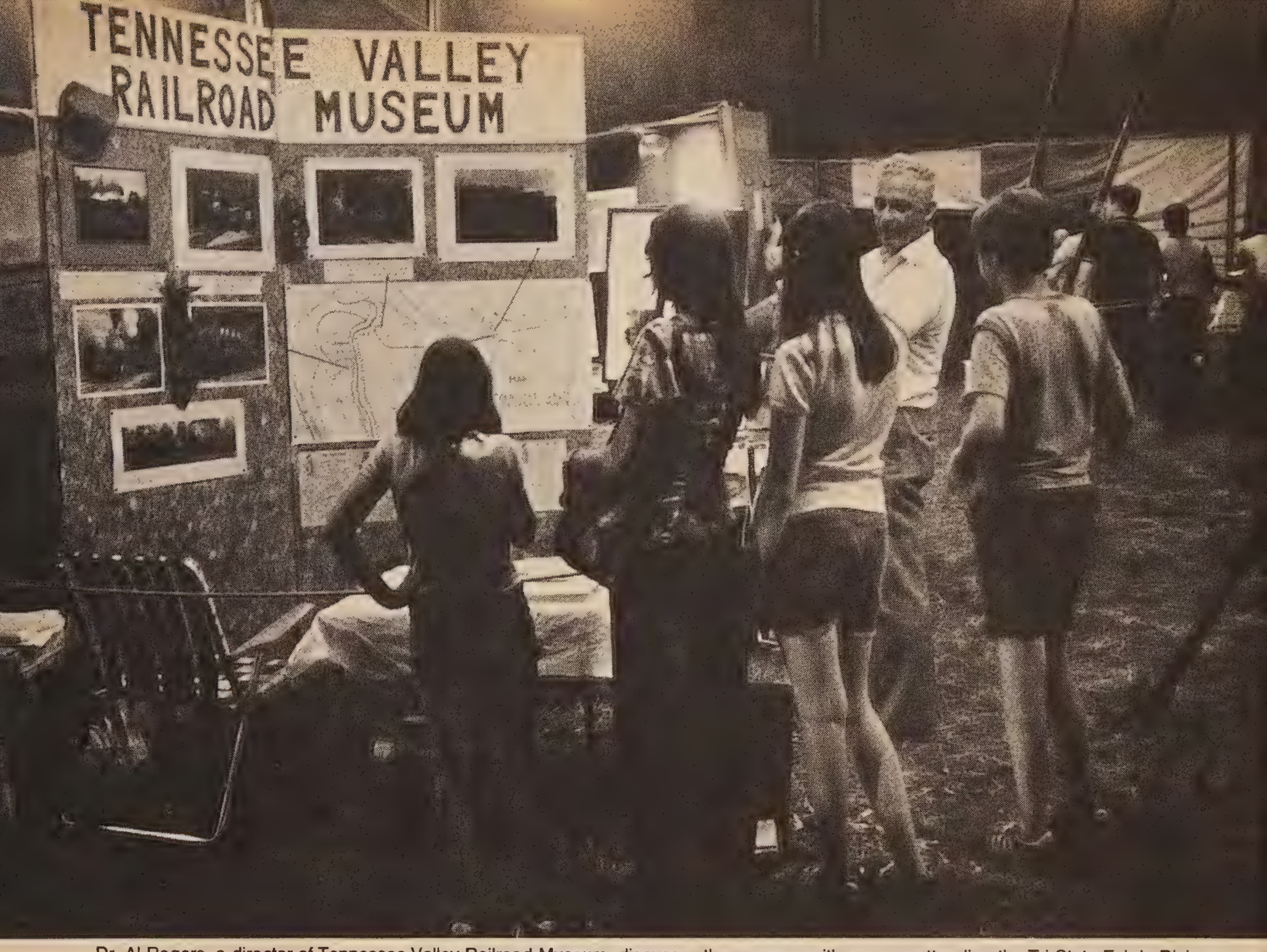

Dr. Al Rogers, a director of Tennessee Valley Railroad Museum, discusses the museum with a group attending the Tri-State Fair in Dixie recently sponsored by the Jaycees. Museum won ribbon for concept and execution of booth.

"There may not be any railroad there now," he says, "but I was in on the invasion of this island and saw many signs of railroad activity on what looked like 30" gage. On the outskirts of Naha I discovered several passenger and freight cars, all badly damaged, also two engines that, from all appearances, were tank types and still upright. I went back the next day to get pictures of them, but the whole lot had been bulldozed to one side to make a gravel road for trucks."

THE CITY of Van Buren, Ark., has acquired the old Frisco passenger station to incorporate into an integral part of its "Main Street 1880" renovation. Application has been made to have the total project designated a national historical monument. The depot will become a museum. It is hoped Frisco veterans will help to restore the agent-telegrapher's office to its original condition. Anyone having memorabilia to donate to this worthy cause should contact Dorsey Franklin, Rte. 2, Box 188-B, Rogersville, Mo. 65742.

THE ISLAND POND (Vt.) Historical Society newsletter carries this interesting item: Grand Trunk passenger traffic through the town during the 1912 Christmas season was memorialized in an *Essex County Herald's* account entitled "Doing Big Business." It reads:

"The GT appears to be doing the greatest business in the history of this division of the road, passenger as well as freight. Last Friday morning the early eastbound Pullman train was run in two sections. Saturday morning it was run in three sections, preceeded by one passenger train running as second 84, a freight number. Saturday morning's four trains comprised one mail car, 4 baggage cars, and 29 day coaches, tourist cars and sleepers. One of these trains was run solid from Edmonton, Alta., to Portland, Maine, 2936 miles. The passengers on most of the trains were bound for Portland to take steamers for the "Old Country" to pass the holidays.

"The trains were made up from the Grand Trunk, Grand Trunk Pacific, Northern Pacific, and Great Northern. It is estimated that no less than 25,000 Canadians departed for the holidays. Conservative estimates place the expense of each trip at $300, which means that $7,600 of Canadian money will be the cost of the holiday trips. Practically every one will return, the last of them coming back about the first of March."

There's always something homey about the Island Pond Historical Society newsletter's items.

SWITCH LIST

These ads cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Advertising Department, Railroad Magazine, 150 E. 58th Street, New York, N.Y. 10022. Deadline for ads: 15th of third month preceding month of issue. (Example: Feb. issue closed Dec. 15.)

Entire Railroad Pass Collection, 298 never-circulated passes, 244 different lines. Most dated 1880s. Excellent condition. Write for list.—Roberts, 126A Ivy Hill Lane, Medina, Ohio 44256.

Send Long SSE for six lists per year of lanterns, switch keys, locks, etc.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

Back Issues: Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains, others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

Train Collectors' Buckles, solid bronze. Limited editions. Collectors' items. Guaranteed. $20 plus $1.25. Other railroad memorabilia and buckles. Details SSE.—R.T. Smith, 1611 Oakwood Ave., Akron, Ohio 44301.

Railroad Emblem Decorator Wall Plaques. Handcrafted replicas. 26 tackboard miniatures mounted 7x8 in.; 9 large, approx. 16 in. Send for description and prices.—Wm. S. Alcavage, 3111 Kearsarge Ave., Camden, N.J. 08104.

New York Central 1979 Calendar. A different photo for each month. Historical dates noted. $3.00 each. Ohio residents please include 17¢ sales tax.—New York Central System Historical Society, Inc., P.O. Box 10027, Cleveland, Ohio 44110.

Railroadiana Hardware and paper for sale; postcards, lanterns, timetables, O&W photos, buttons, tools, many more.—Trackside Sales, 186 Phelps Ave., Englewood, N.J. 07631. Send stamp for large listing.

Fourth Annual Railroadiana Sale, May 13, 1979, Holiday Inn, 4600 Genesee St., Buffalo, N.Y. For information send SSE to 1131 Maryvale, Cheektowaga, N.Y. 14225.

One Million Women! Now you can reach them through 4400 women's clubs. States available: New York, 2092 clubs ($65); New Jersey, 960 ($50); Conn., 864 clubs ($40); Pa., 484 clubs ($20); COMPLETE LIST, $125. Sample list, $1.25.—P.O. Box 5167, Westport, Conn. 06880.

Railroad Artifacts: SSE for January list; six SSE's, six lists. Diverse selection. Buy/sell china, silver, locks, lanterns, anything railroad.—Railroad Artifacts, 1131R Maryvale, Cheektowaga, N.Y. 14225.

Fonda, Johnstown & Gloverville: revised 1979; Cooperstown RR, Delaware & Otsego Valley Central Ry. SSE, Buffalo-Lake Erie Traction, $9.50. 90 Years of Buffalo Railways, 940 photos, $9.95. 94 Years of Rochester Railways, two volumes, $7.50-$8; Elmira, Corning, Waverly: Seneca Lake Traction, $4.95.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

Best IRT Prints from negs., not limited, all invited, $100. Not marred in mailing.—Steve Richter, c/o Stan, 500 E. 77th St., 319, New York, N.Y. 10021.

Trolley Trails: Vol. 1, Yakima; Vol. 2, Seattle; Vol. 3, Portland; Vol. 4, Tacoma-Spokane, Bellingham; Vol. 5, Montana, Utah; $3 each. Money-back guarantee.—Wilson Bros. Publications, Box 712RR, Yakima, Wash. 98907.

Railroad Cap, Badges. My accumulation/collection of old authentic badges for sale. Low prices and prompt service. Free list, but SSE required.—Utberg, Box 420, Edinburg, Texas 78539.

Wanted: Panama RR. photos, timetables, stock certificates, etc., French and American era.—Clifton E. Hull, 3507 East Washington, #31, North Little Rock, Ark. 72114.

Railroad Fire & Law Badges: Send 50¢ for list or $4 for next 12 issues.—B. Pec Dept. RR1, 9889 Alondra, Bellflower, Calif. 90706.

Steam and Diesel locomotives, Eastern station negatives for sale. Many from 1940s and 1950s. List and sample $1.—Margolin, Box 453, Port Washington, N.Y. 11050.

For Sale: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

Personalized Railroad Coffee Mugs! Your first name and selection from five colorful old-time engines. Only $3.75. Send for free Brochure R2. Calculatorco, 5517 Alcove, North Hollywood, Calif. 91607.

European Railroad Pictures For Sale: Austria, France, Spain, Germany, Portugal. For list send SSE to William L. Anthes, Jr., 30 Kendall St., Springfield, Mass. 01104.

Magazines: model, fan, employee, professional, 1938-78. List LSSE. Collections brought. F&W Enterprises, Box 1451, Richardson, Tex. 75080.

Almost Sold Out! *Cleveland Trolley History,* by Harry Christiansen; Vol. 2—*Cleveland Before 1910,* $11.50; 150,000 words, 415 pictures; brand new Vol. 4—just out! See elsewhere in this issue. For any number of books, include $1 for packaging, handling, and fast u.p.s. delivery.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

Back Issues: *Railroad Model Craftsman* and *Model Railroader,* mostly 40's and 50's; also some *Railroad* and *Trains* magazines. Complete list for SSE.—Fred Van Voorhees, 215 N. 24th St., Camp Hill, Pa. 17011.

Railroadiana: For sale and wanted to buy. Send SSE with *specific* requests.—Nestle's Railroadiana, R.D. #2, Greenwich, N.Y. 12834.

Wanted: Maps or blueprints of logging railroads that operated in Clearfield and Elk Counties in Pennsylvania.—C.E. Ericson, 2421 Glenwood Avenue, Minneapolis, Minn. 55405. ●

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Coming Events

Listings in *Coming Events* are free, but only for our subscribers. All others pay 30¢ a word. Write to *Railroad Magazine*, 150 E. 58th Street, New York, N.Y. 10022, enclosing proof of subscription: *i.e.*:, your individual address label from any issue of this magazine.

Through Jan. 7: Annual Christmas Spectacular. Steam around cranberry bogs. Weekdays 4-9 p.m., weekends 2-9 p.m., closed Christmas. Edaville R.R., South Carver, Mass., at the thick end of Cape Cod.

Until Jan. 28: Christmas Train Exhibit, Wenham Historical Assn. and Museum, Inc., 132 Main St., Wenham, Mass. Railroad artifacts and model train exhibit. Sun. 2-5 p.m., Mon.-Fri. 1-4 p.m. Adults $1, kids 6-14 25¢. Info from Eleanor E. Thompson, director.

Feb. 9-March 4: Aztec Adventure on private *Aztec Special* through rugged, scenic Mexican countryside, incl. trip to lost civilizations in the Yucatan jungles. Write Pacific Railroad Society, P.O. Box 70, East Irvine, Calif. 92650.

Feb. 11: *Snowflake Special* on Morris County Central R.R., Newfoundland to Beaver Lake, N.J., roundtrip. Adults, $5; kids under 12, $2.50.

Feb. 16-18: Railways to Yesterday sponsors Winter Railroad Spectacular, East Broad Top R.R., Oribisonia, Pa., on U.S. Rte. 522, north of exit 12, Penna, Turnpike. Scenic snow-covered mountain setting, double- and triplehead steam trains, trolley cars on century-old narrow-gage railway. Fri., film show. Sat., dinner; guided steam loco shop tours; night pix; railfan auction. Details from S.G. Shook, 160 Andover, Wilkes-Barre, Pa. 18702. ●

Pen Pals Wanted

Dale Adams (age 21), 48 North Sheffield Ave., Indianpolis, Ind. 46222; B&O brakeman, wants to hear from railfans his age, females.

Miss Rosario Rivera (age 25), Escobedo 445-Norte, Monterrey, N.L., Mexico; wants copies of *Railroad Magazine*, records of steam sounds, slides of trains.

Bob Yarger, 60 Smith St., St. Albans, Vt. 05478 CVR employe, seeks correspondence about today's steam locos.

Miss Marilou Ventic (age 24), 13 Scarlet St., SSS Village, Makati, Metro Manila, Philippines; executive sec'y, likes music.

Miss Alena Batistis Mondelo (age 16), Karvayan, Biliran, Leyte, Philippines; enjoys boating, hiking, embroidering.

William Gripp (age 21), 324 Edstan Way, Paramus, N.J. 07652; trades original Kodak-processed 35-mm rr. slides; prefers industrials, shortlines, but interested in all roads.

Miss Dolores Legazpi (age 24), 13 Scarlet St., SSS Village, Makati, Metro Manila, Philippines; gov't employee/businesswoman loves outdoors, sports.

Charles F. Huggard, 65 Farview St., Glenroy, Victoria, 3046 Australia; wants Super-8 footage of Chicago, South Shore & South Bend.

Miss Nene Quijano (age 22), 450 C. Padilla St., Cebu City 6401, Philippines; enjoys music, reading, cooking; loves the beach.

Gordon Harrison (age 25), 213 Indian Lane, Media, Pa. 19063; well-traveled, seeks pen pals will answer all.

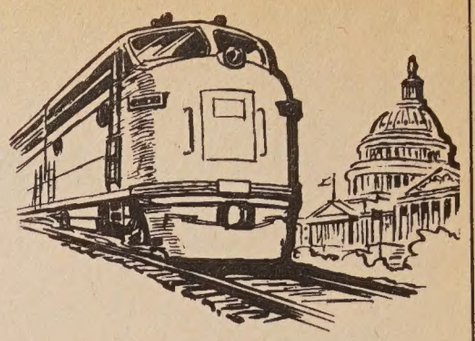
A.L. Byers, 511 N. 82 St., Kansas City, Kan. 66112; trades date nails, employe timetables, pencils, barbed wire, pole nails.

Miss Virginia M. Reganon (age 19), MLGCD Office, San Fernando, Bukidnon, 8217 Philippines; plays volleyball, badminton.

William Dinn (age 26), 104-09 Metropolitan Ave., Forest Hills, N.Y. 11375; wants new friends, esp. in South, Midwest, Western; will write to all.

S.J. Cupyrno, 4214 Dupont Ave., N., Minneapolis, Minn. 55412; trades switch keys, pref. with New England collectors.

Miss Judity Ventic (age 18), % University of San Carlos, S. del Rosario St., Cebu City 6401, Philippines; loves music, dancing. ●



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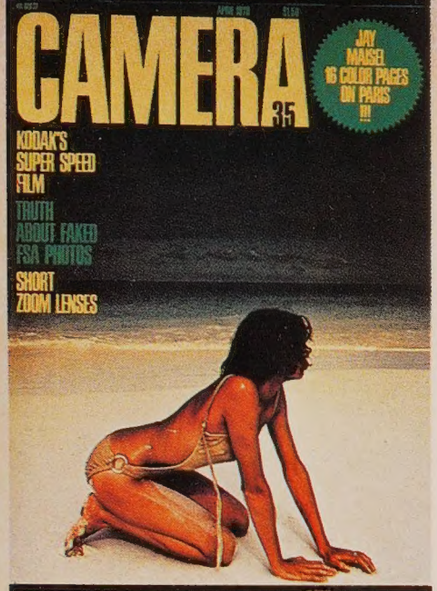

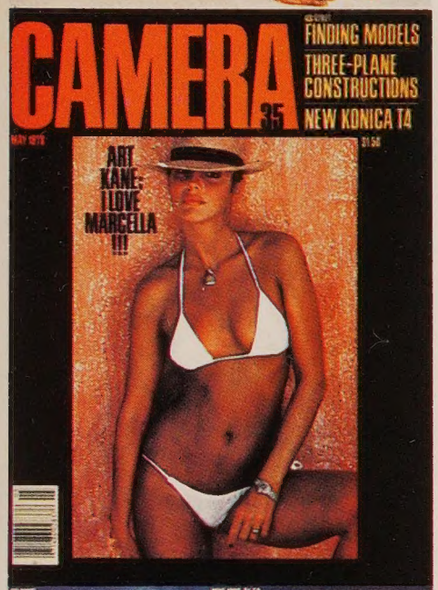

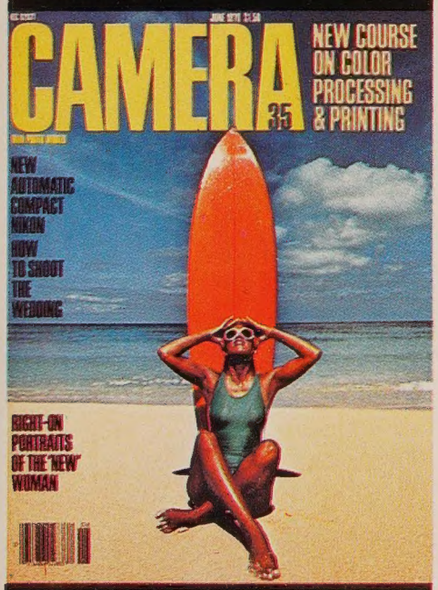
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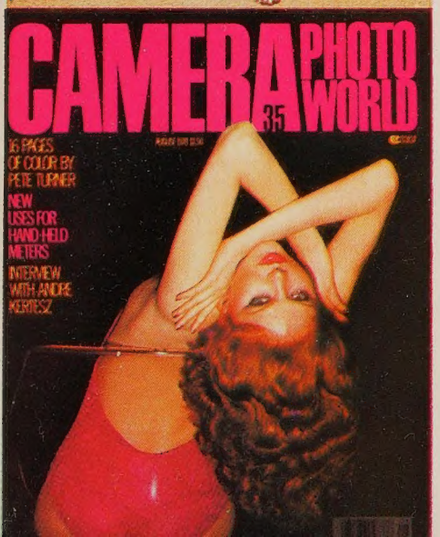

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